The Largest Circulation of any Foreign Daily in the Far East

THE CHINA PRESS

大陸報

To-day's paper consists of 34 pages in four sections

No. 1761 VOL. V. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 丁巳年三月三十日 SHANGHAI, SUNDAY, MAY 20, 1917 大正四年第三種郵便物認可 20 CENTS

TO RECOVER TRADE IS GERMANY'S ONE GREAT OBJECT NOW

Surrender All Political Claims, Accept Peace, If This Allowed

PREPARING NATION

Have Specia Fear of British Imperial War Conference

(Reuter's Agency War Service)

London, May 18.—The big German industrial paper, Rheinische Westfaelische Zeitung, publishes an article showing the further spread of the scare regarding trade after the war which started in the German banking press including the Berliner Tageblatt, the Lokal Anzeiger and the Frankfurter Zeitung.

It seems as if the deliberate intention of this press campaign is to prepare the German nation for a surrender of all political claims by Germany if only peace can be obtained on trade conditions existing before the war.

The article is especially apprehensive regarding the effects of the Imperial Conference which it dreads far more than the Paris Economic Conference. It says that the establishment of an Imperial Customs Union in the British Empire would be a matter of extreme gravity for Germany as it would by its weight draw a number of the smaller States into its orbit.

Times Sees Lesson Of Imperialism In Gen. Smuts' Address

(Reuter's Agency War Service)

London, May 17.—The Times, after describing General Smuts' speech at the Parliament banquet as worthy of the great occasion, comments on his reference to the War Cabinet as follows: "Certainly the meetings of the past few weeks marked an immense advance on the Imperial Conferences of past days. They have had, for one thing, the excellent result of establishing the position of India as a partner-nation of the British Commonwealth.

"General Smuts knows, no man better, the dangers which lurked in the anomalous relations of the Dominions and India. He, as much as any statesman of the Empire, must rejoice at the better promise in the representation of India at the Imperial Cabinet, and he had, we may conjecture, his full share in the happy establishment of cordial relations between the representatives of the Dominions and India.

"General Smuts did not enter into a discussion of the possibility of more complete constitutional developments for the Empire. He agreed to a special conference after the war, to settle the problem and feels now, no doubt, that it may be left there for the moment.

"We are not disposed to quarrel with his discretion. The people of this country will do well to reserve judgment on that matter and pay grave attention to what General Smuts said about the future security of the Empire.

"There is real need for his reminder to bear in mind that there is not merely Central Europe, but also the British Empire, when the peace settlement comes. There is a tendency here to concentrate on the problems of Europe and let the rest of the Empire shift more or less for itself. This will not do any longer and General Smuts is absolutely right to tell us so frankly."

SILVER MARKET STEADY

(Reuter's Agency War Service)

London, May 17.—Samuel Montagu's weekly silver report says that the market has been steady in tone, with no feature of special interest, except the continued paucity of sales from America. There have been few general orders and the bulk of the business has been for coinage purposes.

Club Formed by Old Men Is Unique Organisation

Part of Larger Association Started by Mr. and Mrs. Hardoon to Study Chinese Art

The Che Lau-hui, the old men's club recently established by Shanghai residents with headquarters at Mr. S. A. Hardoon's garden, has elected as its first president, Mr. Vung Tcheng, who is 103 years old. Its two Vice-Presidents are Mr. Shen Chin-fang, 90 years old, and Mr. Shu Shi-tsun, 88. These officers happen to be all natives of Chekiang, Mr. Vung hailing from Kia-shing, and Messrs. Shen and Shu from Shaoshing and Ningpo, respectively.

No racial or religious distinctions are made in the new organisation. Brotherhood among all elderly local residents is the object. The club has been organised on the principles of Chong Chi, the inventor of Chinese characters, who flourished more than four thousand years ago. It is said that Chong loved his fellow men so much that he spent his lengthy life in discovering the means whereby men could universally communicate with one another.

The Chong Sung-hui, a philosophical organisation devoted to the study of painting, writing and other Chinese arts, was formed last Autumn at the initiative of Mrs. Hardoon. On account of its rapid development and powerful influence, it was thought to extend the activities among the elderly.

Last Friday being the birthday of Chong Chi, according to the lunar calendar, the Chong Sung-hui arranged for a four-day celebration in Mr. Hardoon's garden to which the 1,000 members of the new club were invited. It was also decided to hold monthly entertainments for the aged from the 25th to the 28th of every month of the lunar calendar under the auspices of the Chong Sung-hui.

Curios, ancient books, marble work, carving and engraving work, drawings, writings of famous artists and wonderful flowers were on exhibition in the garden from Tuesday to Friday. These are the properties of Shanghai Chinese as well as foreign residents. Every old man that attended the exhibitions was presented with a fan bearing the picture of Chong Chi and a box of "Long Life" notepaper.

Among other guests at the celebration were such notables as Admiral Sah Chen-ping, the Kiangsu Commissioner of Foreign Affairs; Mr. C. H. Chu, Defense Commissioner of Shanghai, Mr. Lu Yung-hsien, Taoyin of Shanghai; Wang Kung-ting, Mayor Sung and the magistrates and assessors of the International Mixed Court. Mr. G. Ros of the Italian Consulate has been enrolled as a member of the Che Lau-hui

M. Ps. Critical Of Trade Corporation

Bankers Finance Launching But Are Chary As To Subscribing Capital

(Reuter's Agency War Service)

London, May 17—In the House of Commons, today, Sir Albert Stanley, President of the Board of Trade, said that the new British Trade Corporation, particulars of which were cabled on March 20, would have a capital of £10,000,000. It was proposed to raise £2,500,000 and it was necessary for £1,000,000 to be subscribed before the prospectus was issued.

He had interviewed representative bankers, explained the scheme to them and asked their support. The bankers were practically unanimous in their support of the scheme, although he could not say that all of them were equally enthusiastic in agreeing to subscribe the capital.

A number of the larger banks had subscribed towards the £1,000,000 which was necessary in order to launch the scheme. The Government did not propose to subscribe any capital or subsidise the undertaking in any way. He believed the Corporation would serve a very useful purpose.

In the course of the debate which followed the scheme was strongly criticised and the terms of its charter attacked.

Mr. Austen Chamberlain promised that the Government would re-consider the matter in the light of the criticisms made, but said that he was unable to promise that the Government would revise or withdraw the charter.

Dozen U-Boats Sunk By Allies In 4 Days

(Reuter's Agency War Service)

Paris, May 18.—L'Echo de Paris affirms that, between May 1 and 5, a dozen German submarines were certainly sunk, principally by the British.

Music For Monday

The following program will, weather permitting, be played by the Band in the Public Garden Monday, beginning at 5.30 p.m.:—

1. March ... "Clear the Way" ... Douglas
2. Overture ... "Juanita"... Williams
3. Waltz... "Espana" ....Waldteufel
4. Selection ... "Princess Ida" ... Sullivan
5. (a) Song "Because" d'Hardelot
   (b) Serenade Leoncavallo
6. Selection ... "Maritana" Wallace

A. de KRYGER,
Conductor-in-Charge.

Monte Cucco Firmly Held By Conquerors

Italians Make Appreciable Progress On Vodice; 4,021 Prisoners Taken

(Reuter's Agency War Service)

Rome, May 17.—An official communique reports: There has been bitter and prolonged fighting between Monte Cucco and Monte Vodice. The enemy repeatedly launched considerable masses of troops against our new positions. All their attacks were repulsed and the rocky bastion of Monte Cucco, from Hill 611 to Hill 524, remains firmly in our hands.

We made appreciable progress towards the important summit of Hill 652, on Vodice. Counter-attacks made by the enemy eastward of Gorizia broke down.

We occupied an important height southward of Grazlagna. We threw back with serious losses a powerful attack made by the enemy in the northern sector of Carso Plateau.

The enemy shelled a field-hospital at Cervignano, killing six men.

From the 14th to the 16th we took 4,021 prisoners, of whom 124 were officers.

London, May 18.—A correspondent at Italian Headquarters states that the Italian advance was highly spectacular. The troops crossed the precipitous Isonzo Gorge on narrow bridges regardless of clouds of shrapnel. The first line trenches fell immediately. Then the Italians made the steep ascent of Monte Kuk to the Austrian second line eight hundred feet above which was bristling with machine guns.

The battle raged the whole day and night till the Italians outflanked and captured the whole position. The summits of Monte Kuk which are eighteen hundred feet high were captured later, but furious counter-attacks against both crests followed. After heavy fighting the enemy were repulsed and Monte Kuk was definitely won by the Italians.

BULLECOURT'S CAPTURE IS COMPLETE, SAYS HAIG

French Re-Establish Line To North Of Laffaux Mill; — Advance At Craonne

(Reuter's Agency War Service)

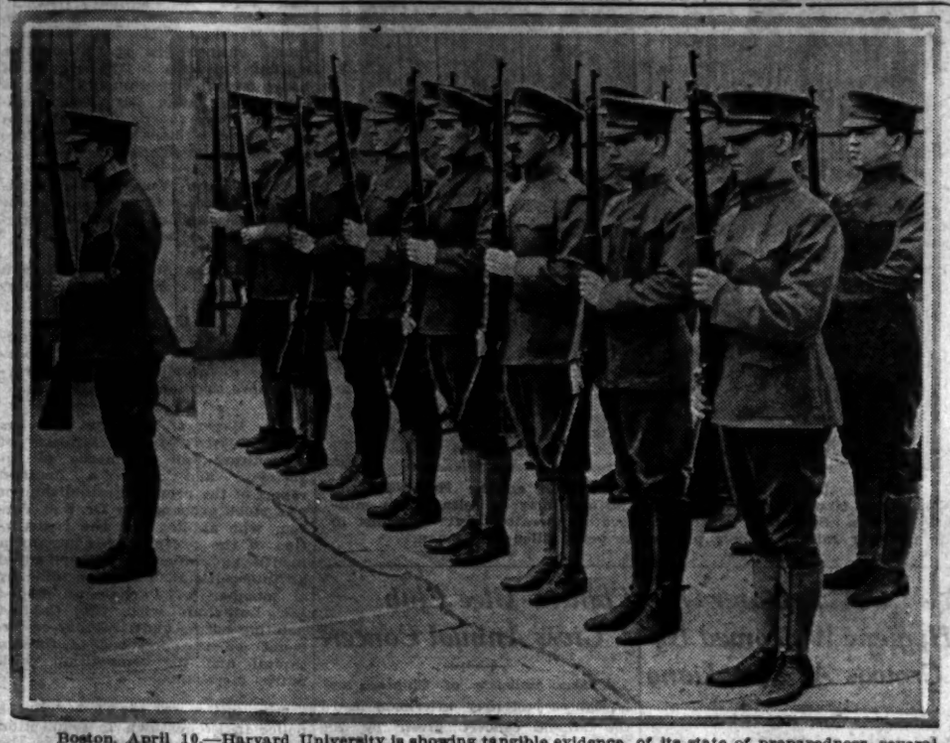
London, May 18.—Field Marshal Sir Douglas Haig reported yesterday evening: We completed the capture of Bullecourt today, taking 60 prisoners.

Paris, May 18.—The official communique issued yesterday evening reported: We have completely re-established our line north of Laffaux Mill.

We made an appreciable advance, today, east of Craonne and at Hill 108, south of Berry-au-Bac, capturing some prisoners.

The artillery duel was fairly violent on California Plateau.

Officers' Training Corps, Harvard, Don Their Uniforms



Boston, April 10.—Harvard University is showing tangible evidence of its state of preparedness, several hundred of the students in the Reserve Officers' Training Corps having appeared in their Government uniforms for the first time. The major portion of the supplies for the Harvard unit have been received from the War Department and the companies are to be outfitted from day to day.

NEW RUSSIAN CABINET INCLUDES 6 SOCIALISTS

Generals Believe Coalition Ministry Will Restore Discipline Of Army

(Reuter's Agency War Service)

Petrograd, May 18.—A Cabinet has been constituted which includes six Socialists.

General Alexieff, General Dragomiroff, General Gourko and General Brussiloff declare that the Coalition Ministry will restore the discipline of the Army, which is enthusiastic over the appointment of the Socialist, M. Kerenski, as Minister of War.

These Generals, with General Scherbatscheff have attended several conferences with the Provisional Government on the questions of munitions and supplies and they have announced that the position in these matters is improving. It is understood that General Brussiloff and General Gourko have withdrawn their resignations.

At a meeting of the Provisional Government and the Executive of the Workmen's and Soldiers' Delegates, the Premier, Prince Lvoff, declared that the defeat of Russia and her allies would be a national disaster, hence the Government is confident that the Revolutionary Army will not allow the Germans to be victorious.

FIRST AMERICAN ARMY DRAFT IS IN ENGLAND

Medical Unit Sent Over To Aid Allied Force Is Disembarked At British Port

(Reuter's Agency War Service)

London, May 18.—The first contingent of the American army, in the shape of a medical unit, has arrived in a British port.

Special War Rates On Hongkong Houses

(Reuter's Agency War Service)

Hongkong, May 19.—A Bill is gazetted today which imposes a special war rate, from July 1, of seven per cent, in addition to the ordinary rates payable, on the current valuation of every tenement, for the purpose of providing for the additional contribution made to the Imperial Government towards the expenses of the war.

STRANDED YUNNANESE

Reuter's Pacific Service to The China Press

Canton, May 19.—The Yunnanese troops stranded in the Shiukwan districts claim that their pay is already thirteen months in arrears and also there would have been trouble if their commanders had not maintained strict discipline.

Redmond Won't Take Home Rule If Ulster If Left Out of Plan

Agrees To Joint Convention; Unionists Hostile To Latter Suggestion

(Reuter's Agency War Service)

London, May 18.—Replying to Mr. Lloyd George, Mr. John Redmond says that the Nationalist Party is prepared to recommend the assembling of a convention, provided Irishmen of all creeds are represented.

Mr. John Redmond refuses the proposal for immediate Home Rule exclusive of Ulster and accepts the alternative of a convention of Irishmen.

Sir John Lonsdale, on behalf of Ulster Unionists, undertakes to submit the Premier's proposals to the Ulster Council for careful consideration but according to the Press Association the leaders of the Ulster Party in the House of Commons stated yesterday evening that they would not submit the proposal for a Convention to the Council nor would they themselves serve on such a body.

The Ulster Unionists, in reply to Mr. Lloyd George, undertake to submit his suggestion for a settlement of the Irish Question to the Ulster Unionist Council for their sympathetic consideration.

Britain's Voluntary Effort Works Well

Already Marked Decrease In Food Consumption; Controller Is Hopeful

(Reuter's Agency War Service)

London, May 17.—In the House of Lords, today, the Food Controller, Lord Devonport, said that the voluntary food economy campaign was becoming effective and there was a marked decrease in general consumption, particularly of bread, in forty towns, including Birmingham and Leeds. He was hopeful that voluntary effort would achieve the desired end.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Kamo Maru May 20
Per N.Y.K. s.s. Y'shiro M. May 22
Per N.Y.K. s.s. Kasuga M. May 24
Per N.Y.K. s.s. Omi Maru May 26
Per N.Y.K. s.s. Chikugo M. May 29

For U.S., Canada, and Europe:—
Per P.M. s.s. Venezuela.....May 24
Per T.K.K. s.s. Tenyo Maru May 26
Per N.Y.K. s.s. K'kura M. June 13
Per T.K.K. s.s. Nippon M. June 14

For Europe:—
Per N.Y.K. s.s. Katori M. June 3
Per N.Y.K. s.s. Kamo Maru June 10

MINISTER DECLINES TO MEET STRIKE LEADERS

But Addison Will Discuss Labor troubles With Officials Of Men's Society

(Reuter's Agency War Service)

London, May 17.—In the House of Commons, this afternoon, Dr. Addison, Minister of Munitions, discussing the engineering strike, emphasised the vital importance of the Munitions Amendment Bill. In view of the tremendous program for the construction of aeroplane engines, guns and shipbuilding, it was absolutely necessary to take skilled men from private commercial firms and dilution of labor was the only way of maintaining such firms. He stood very firmly by his Bill but was prepared to discuss details with representatives of the Amalgamated Engineers Society and whoever they brought, but declined to receive direct representatives of the strikers.

HONDURAS BREAKS OFF RELATIONS WITH BERLIN

(Reuter's Agency War Service)

Washington, May 18.—Honduras has severed diplomatic relations with Germany.

DESTROYER FIGHT HERO LENT TO UNITED STATES

Captain Edward Evans, Of The Broke, Is Exchanged For Admiral Sims

(Reuter's Agency War Service)

London, May 18.—It transpires that Captain Edward Evans, who commanded H.M.S. Broke in the recent destroyer action off Dover, has been lent to the United States in exchange for Admiral Sims.

ALLIED CO-ORDINATION

(Reuter's Agency War Service)

Rome, May 17.—The Inter-Allied Commercial Conference opend today. Lord Gainford, on behalf of the British delegates, emphasised the desire of Great Britain that the resources of the Allies should be co-ordinated.

The Conference approved resolutions relating to trade marks, the application of science for industrial purposes, the health of munitions makers, the employment of disabled soldiers, a system of police to protect trade after the war, a scheme for an insurance union among the Allies and measures to crush the German system of trade espionage and corruption.

MR. EUGENE CHEN IS ARRESTED FOR ATTACK ON TUAN

Peking Gazette Editor Alleges Secret Pact With Japan Planned

'SELLING CHINA'

Says Chinese Army Would Be Placed Under Nippon's Control

HOUSE PROTESTS

Declares Demand for Immediate Decision on War Policy Illegal

(From Our Own Correspondent)

Peking, May 19.—Mr. Eugene Chen, editor of THE PEKING GAZETTE, was arrested this afternoon by the Chinese police. He is accused of publishing false and unfounded reports concerning a Sino-Japanese secret agreement involving the Chinese arsenals and the supplying of arms to the Chinese army. The British Legation has refused to recognise Mr. Chen as a British subject.

The political situation remains confused. Parliament sat this afternoon, but retired for lack of a quorum.

(Reuter's Agency War Service)

Peking, May 19.—Over 400 members were present in the Lower House, this afternoon, when a motion was carried declaring that the Government's despatch, urging an immediate decision on the resolution concerning the declaration of war against Germany, was illegal, on the ground that the Cabinet at present consists practically of only the Premier and Minister of Education.

A minority of the members who are opposed to the declaration of war attempted to bring up the question, in the hope that it would be rejected, but their motion was defeated and the above resolution passed by a considerable majority.

In effect, the House of Representatives is not opposed to a declaration of war against Germany, but it refuses to consider the question until the Cabinet has been re-constructed.

Mr. Eugene Chen, the editor of the Peking Gazette, was arrested early this morning, for the publication of an article in yesterday's issue, headed: "Selling China," in which he alleged that a secret compact is at present under negotiation between Premier Tuan Chi-jui and the Japanese Government, one result of which will be to place the Chinese army under Japanese control.

Canton, May 19.—The Kwangtung Provincial Assembly has resolved to request President Li Yuan-hung to punish severely the persons responsible for the riot in Peking outside the House of Representatives.

Proposal For Dissolution Of Parliament Withheld

The Tuchuns at the Military Conference decided at the meeting Thursday to file a formal request for the dissolution of Parliament on the ground that it has slighted the National Constitution. However, on account of the non-committal attitude of the Western and Southern provinces and because Vice-President Feng and General Chang Hsun have not as yet agreed upon the measure, the request has been withheld. A portion of the gathering advocated that the Military Governors should return to their respective posts as spon as Parliament agrees to have Premier Tuan organise a new Cabinet.

General Chang Huai-tse called on the President, according to a certain Chinese daily, and suggested that should the war measure be rejected, Parliament should be dissolved. The President stated that he is forbidden to do so by the Constitution.

The Yen Chu-hui party is expected to ask the Government not to interfere with Parliament.

Minister of Education Fan Yuen-lien, upon his return from Tientsin,

called on the President Friday, stating that Hsu Shih-chang will not accept the Premiership before the passage by Parliament of the Declaration of War. Hsu desires to retain the services of Tuan and has offered himself to negotiate with the legislators for their favorable votes. Mr. Fan told his friends, however, that Hsu refused the offer on account of his age, but should Tuan ask him personally he might accept the position.

In reply to the inquiries made by the Peking Court of Procurators in connection with the petitioners' demonstration, the Lower House has furnished the names of the following ringleaders: Chang Yao-cheng, Bei Liang, Wu Kwang-shih, Chao Pang-dco and Liu Shih-chin, who offered to negotiate their demands with Speaker Tang Hua-lung and Sze Chin-ming; Chou Mow, Hsu Kung-chin and Liu Kien, who attempted to see Minister of Education Fan Yuen-lien. The Court has issued warrants for their arrest.

The Peking Gazette has published a report that the much discussed secret agreement between China and Japan consists of a loan of Tls. 100,000,000, of which Tls. 20,000,000 will be used for the re-organisation of the Shanghai, Hanyang and Kung Hsien arsenals and the balance for new troops under the direction of Japanese military officers. The report did not state whether the agreement has already been signed or not.

Wedding

Crawford-Moffett

Soochow, May 18.—A very pretty wedding was solemnised here yesterday, at the compound of the Southern Presbyterian Mission—the contracting parties being Miss Paxie Moffett of this place and Dr. F. R. Crawford of Kiangyin. Rev. Lacy I. Moffett of Kiangyin, a brother of the bride, performed the ceremony. Irvine and Bobbie Moffett, nephews of the bride, acted as ribbon bearers, and the two little Misses Florence Moffett and Carolyn McMullen were flower girls.

The bride's costume was of white crepe, with embroidery, lace and pearl trimmings and her veil was draped about her face and caught up with real orange blossoms. Just before the ceremony, Miss Olive Lipscomb sang a solo, the accompaniment and also the wedding march being played by Mrs. P. C. Du Bose.

The rooms were artistically decorated, and in one room punch was served while cream, cake and mints were served in another, and in still another room the bride's cake was cut; after which the group of friends present assembled at the compound jetty to shower good wishes and confetti upon the couple departing on their honeymoon. The bride's going away costume was of blue silk with accessories to match.

GENERAL PUTNIK DEAD

(Reuter's Agency War Service)

Nice, May 18.—The death is announced of General Putnik, formerly Generalissimo of the Servian army.

Obituary

Mr. John Maskelyne

Reuter's Service.

London, May. 18.—The death is announced of Mr. John Maskelyne, the well-known entertainer.

Rajah Brooke

Reuter's Service

London, May 17.—The death is announced of H. H. Sir Charles Brooke, Rajah of Sarawak.

Girls Take Places Of Men In New York Hotel

Men are already being replaced by women at the Hotel Martha Washington, New York, in order that the men may be released for military service. Several of the male elevator operators left to enlist in the navy or militia. Their places are being filled by women.

Y.M.C.A. Lecturer On Hygiene Welcomed By Crowds At Sungkiang

Sungkiang, Ku., May 18.—Mr. C. H. Han of the Y. M. C. A. Lecture Department delivered two very interesting lectures in our city yesterday afternoon and night on hygiene, illustrated with specially made apparatus. The lecture in the afternoon was of a more general nature and together with the apparatus brought some truths very strikingly before the large audience. There were representatives of every class, official, military, scholar, merchant, workman and farmer.

At night most of the audience consisted of scholars from six of our schools. The lecture was more specific than the afternoon one and brought many new ideas into the heads of our young folks. Mr. Han is certainly well up on his subject and it will be of advantage to any community if they can secure his services.

The occasion of his coming was the opening of a book and reading room in connection with the Methodist Church, through the good offices of friends, in memory of Mr. John McNeil of Australia, who was killed at the front in France last year.

We are having an unprecedented spell of dry weather. However so far I do not hear of any special suffering in the country. We are really in the garden spot of China and it would take a bad season indeed to bring starvation conditions to the country. I do not think they have ever suffered a famine in this region. In spite of all the war and turmoil in the outer world, we seem to be rather peaceful and quiet in this small burg.

Chinese Glee Club Gives Annual Concert

A large audience of Chinese and foreigners yesterday afternoon heard the annual concert given by the Shanghai Chinese Glee Club in Martyr's Memorial Hall, in the Y.M.C.A. building. Numbers by the entire club were interspersed among solos and duets, both vocal and instrumental, by members of the club.

Among those who were on the program were Miss Lydia Lin, Mr. G. B. Stormes, Miss Sarah T. T. Kuo, Mrs. Ting, Dr. S. E. Chiu, Miss Pai, Miss Zi, Miss Dau, Mrs. H. C. Mei, Miss Z. T. Tsu, and Miss Alice Fitch.

An additional feature was a minuet danced by the Che Siu School girls, assisted by Mrs. Y. M. Chun.

News Brevities

The board of directors of the Anglo-Java Estates, Ltd., at a meeting Friday decided upon the payment of an interim dividend of 25 tael cents per share, payable on June 11 to shareholders on record on June 5. The transfer books will be closed from June 5 to 11, both days inclusive, according to order of the board.

* * *

Mr. R. A. Foulks of San Francisco, manager of the Oriental department of the American Express Co., is now in Shanghai, after his annual visit to the company's branches in Manila and Hongkong. He reports enormous business at the Philippine station, especially in the growth of heavy freight consignments, such as copra and hemp. Mr. Foulks expects to leave shortly for Japan but will return to Shanghai again before leaving for the States.

* * *

The Nippon Yusen Kaisha announces cheaper fares to Japan for Summer excursions. Further particulars appear on page 20.

* * *

The Shanghai Stock Exchange will be closed at noon on Empire Day, next Thursday.

* * *

Hsu Kuo-liang, chief of the Nantao police, has ordered his subordinates to forbid any ricshas carrying more than one passenger.

* * *

The Mayor of Shanghai City has been ordered by the Ministry of Agriculture and Commerce to investigate and make a detailed report of the proposed establishment of a stock exchange by Dr. Sun Yat-sen, who applied for the registration of the prospective company a month ago. Since the application an interpellation has been filed by a member of Parliament named Lin Loh-chun with the Cabinet pointing out its undesirability on account of the presence of foreign capital and its competition with native merchants.

* * *

Two prisoners arrested by the police in Frenchtown in connection with the robbery committed on the Van Chang pawn shop in Nanking Road, were executed Friday by the Nantao military authorities at the West Gate. Their names were Kao Yung-kwa and Chu Tse-yuen. Two detectives from the French police witnessed the execution.

* * *

Announcement is made by Mr. K. D. Stewart, honorary secretary of the Patriotic League of Britons Overseas, that on the afternoon of Empire Day, when the military tournament takes place on the Recreation Grounds, only the Polo ground and not the entire grounds will be closed.

Keep Your Day Open

for

THE GRAND GARDEN FETE

of the

American Woman's Club

in

Mrs. J. B. Fearn's Garden

JUNE 2

Proceeds for the Benefit of the American Red Cross

LANE, CRAWFORD & CO., LTD.

FURNISHING DEPT.

Washable Summer Rugs

suitable for

Bedrooms, Bathrooms, etc.

Fast Colours

Distinctive Designs, Delicate Shades

ALL SIZES

Prices from $7.50 to $25.00 each

Phone 960

LANE, CRAWFORD & CO., LTD.

ANDERSEN, MEYER & CO., LTD.

DESIGNERS AND BUILDERS OF

MOTORBOATS, MOTOR LAUNCHES, HOUSEBOATS, ETC.

For Pleasure and Commercial Purposes

REPAIRS ON VESSELS AND MOTORS AT REASONABLE PRICES

SOLE AGENTS FOR

BUFFALO MARINE ENGINES: 4 cycle type, 5 to 150 h.p.

VAN BLERCK MARINE ENGINES: 4 cycle type, 40 to 215 h.p.

FERRO MARINE ENGINES: 2 cycle type, 3 to 25 h.p.

Note.—All these engines operate on kerosene

FAIRBANKS, MORSE CRUDE OIL MARINE ENGINES: 15 to 100 h.p., no hot bulb, no water cusp.

Office: 4 and 5 Yuen-Ming-Yuen Road. Telephone No. 778 Private Exchange

ICE CREAM SODA

That's the thing!

The New York kind!

AT SULLIVAN'S

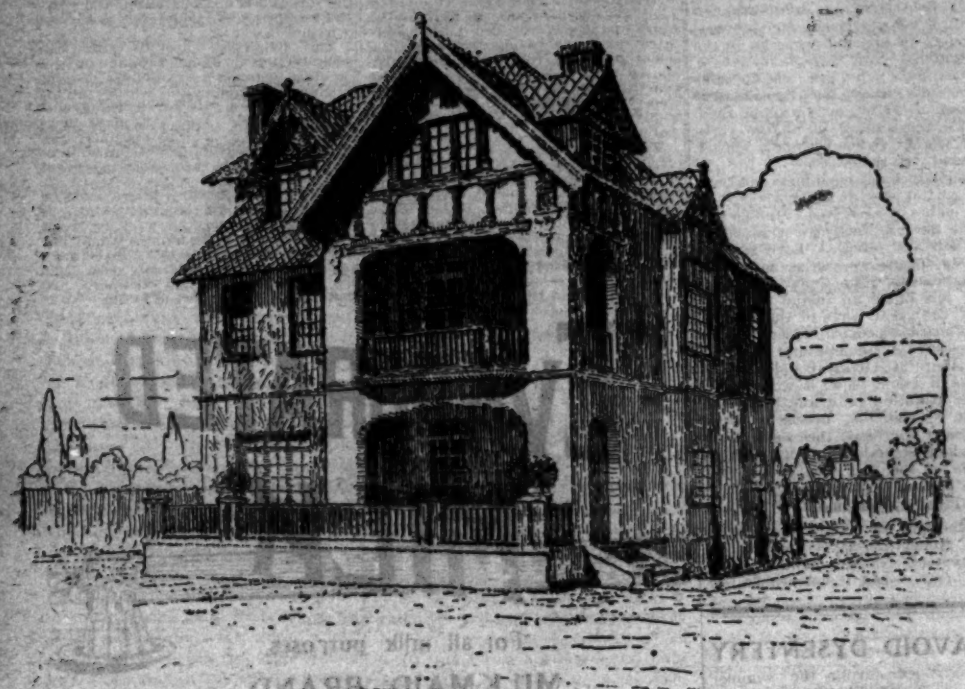
HOMES

In the FRENCH PARK TRACT

Corner of Rue Massenet and Rue Molier

Six rooms : three bathrooms

Tls. 22,000



FOR

One house
105 ROI ALBERT
with six rooms
Tls. 17,000

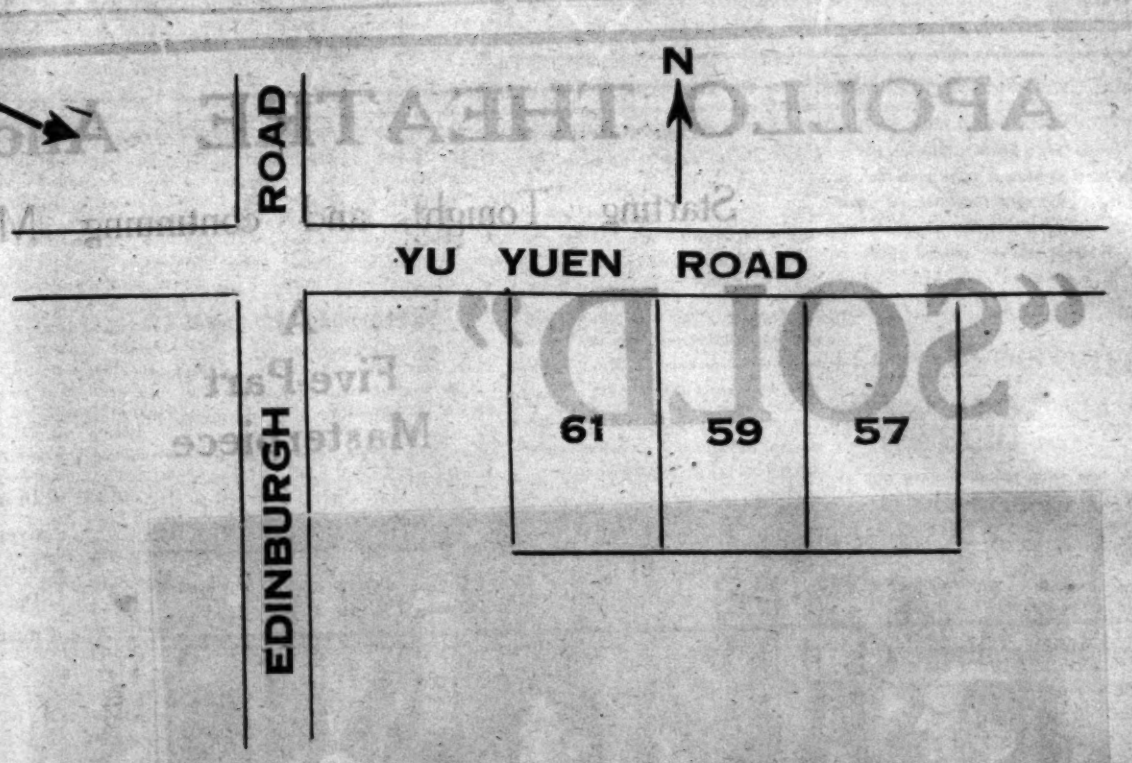
On
YU YUEN ROAD

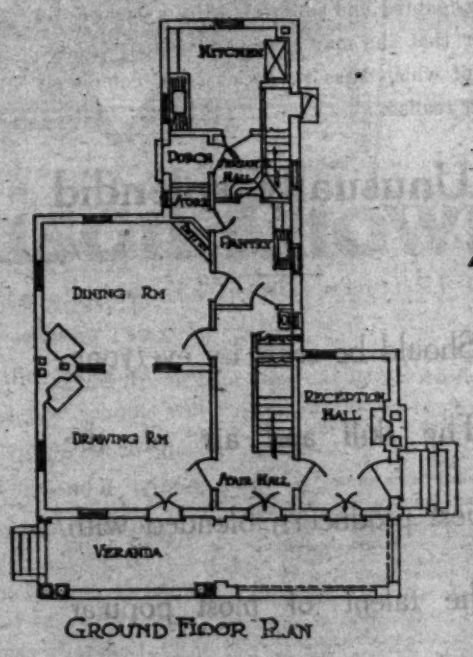
(100 yards East of Edinburgh Road)

3 houses

each with six rooms and three bathrooms

Tls. 17,000





GROUND FLOOR PLAN

On
RUE MOLIER

3 new houses, each with 6 rooms

Tls. 17,000

SALE

If desired, payments may be made by instalments

CHINA REALTY CO., LTD.

39 Nanking Road.

ENGLAND'S SHIPPING GREAT AS IN PEACE

Though Submarines Take Toll The World Has Been Combed For Vessels

ALL HARBORS CROWDED

Country Now Feeding Itself For First Time Since 1848, And Allies Too

London, March 31—

The liner she's a lady, an' she never looks nor 'eeds—
The man-o'-war's 'er 'usband and 'e gives 'er all she needs;
But oh, the little cargo boats, that sail the wet seas roun',
They're just the same as you and me aplyin' up an' down.

Plyin' up an' down, Jenny, 'angin' round the yard,
All the way by Fratton train down to Portsmouth 'Ard;
Anythin' for business, an' we're growin' old—
Plyin' up an' down, Jenny, waitin' in the cold!

The liner she's a lady by the paint upon 'er face,
An' if she meets an accident they count it sore disgrace;
The man-o'-war's 'er 'usband and 'e's always 'andy by,
But oh, the little cargo boats! They've got to load or die.

The liner she's a lady, and if a war should come,
The man-o'-war's 'er 'usband, and 'e'd bid 'er stay at 'ome;
But oh, the little cargo boats that fill with every tide!
E'd 'ave to up an' fight for them, for they are England's pride.

Kipling's prophecy overlooked the fact that when the war came Mrs. Liner would have to shift for herself, because her man-o'-war husband would have other matters to look after. But his tribute to the cargo boats was more than deserved. They are England's pride: they are her mainstay, backbone.

When the story of this war is finally written—as of course it never will be—the narrative which will contain more of real, quiet, uninspired heroism than any other chapter will be that dealing with the work of the mercantile marine. The cargo boats have sailed with every tide, though the tide might be thick studded with mines and submarines might be expected to lift themselves out of the blue and fire their unwarned torpedoes any moment.

Though England never since 1848 has attempted to feed herself, yet during this war she has not only fed her own people, but in large part has provided the supplies of her allies. The cargo boats have attended to that.

The day's bulletin from the Admiralty tells of two or three or four ships sunk by submarines. The same thing goes on day after day, and it seems as if there could not be shipping enough in the world to stand such losses.

Losses Comparatively Small

But the writer recently has been privileged to visit the shipping centers of Liverpool, Manchester and London, to see the passenger and cargo boats coming and going, not always even waiting for the tide, and at the end of the wonderfully interesting day in the London dock region, I thought of a comparison that might enable an American to understand how very little impression the submarines have been able to make on the maritime establishments of these islands. There are few major or minor railway disasters in the United States. One who has been the shipping of the great British ports would almost as readily believe that the wrecking of freight cars in American railroad accidents might stop the tides of our national commerce as that submarines are likely seriously to interfere with the processes of British commerce.

When the war started Great Britain controlled approximately half of the merchant marine of the world; that establishment has now been taken under Government control, and by reason of transfers to British registry it is quite possible that despite all losses England now possesses a larger proportion of the world's seagoing capacity than when the war began. Hundreds and hundreds of vessels owned in neutral countries have been bought or leased or contracted by the allied Powers. The production of new ships has been interfered with by the requirements of the navy, but nevertheless new ships are being constantly and with incessant rapidity produced.

Points on Harbor Work

I could wish that an American Congressional committee on rivers and harbors might take some day the trip that was enjoyed by a company of neutral newspaper correspondents. The Government of Great Britain does not undertake to finance the improvement of harbors and streams. Instead a harborage district is under the control of a local authority, with powers delegated to it by the National Government. Thus the Mersey Docks an Harbor Corporation has control of the harbor and river frontage works at Liverpool. It must find its own money, and in order to do that must conduct its business on business basis. The Mersey corporation was chartered by Parliament nearly two-thirds of a century ago, and has spent about $225,000,000 on the vast works which make Liverpool despite many natural disadvantages one of the four or five leading shipping centers of the world.

To begin with, tides are high and violent at practically every important British port except Southampton. Beween high and low tide in the Mersey River at Liverpool is a normal variation of about eighteen feet, while the highest tide increases this variation to thirty-four feet. The mouth of the Mersey is obstructed by a great sand bar, on which dredges are constantly at work to keep the channel open. Despite these difficulties Liverpool has been erected into the second shipping center of the kingdom, surpassed only by London in its annual tonnage.

A Cooperative Concern

Up and down the Mersey on both sides extend eight miles of tremendous sea walls. Originally these were built of massive granite blocks brought from Scotland but in the modern era cement construction reinforced concrete has been chiefly employed. The sea wall is at frequent intervals pierced by inlets for dockage of vessels; and mile after mile of elevators and warehouses line the docks.

The Mersey Docks and Harbor Corporation is a sort of co-operative concern composed of the leaders in Liverpool shipping affairs. There are thirty-eight members of the board of directors who have complete control of the harbor except in the restricted areas that are claimed by the Admiralty for naval purposes. The city of Liverpool has no more municipal authority in the dock region than the Government at Washington has over the municipal concerns of Cornwall. There is, however, one exception at this point: the dock and harbor area is policed by the officers of the city of Liverpool.

The Mersey Corportation raises its money precisely as any other commercial company would do. Its revenue is produced from tonnage and dockage and warehouse charges, and is ample to provide for all harbor works.

We were taken on a tug up and down the river, with permission to land and inspect the warehouses and elevators. The harbor master assured us that it was a poor time to see Liverpool shipping because there were fewer vessels in port than usual. To us, however, it looked as if about all the boats in the world were trying to get in or out of the Mersey or were in the docks receiving and discharging cargo. In these war times when every hour's detention of a commercial vessel is highly undesirable the process of loading and unloading goes on day and night in sucessive shifts. Instead of having been driven from the seas by submarine menace British shipping is more concerned than ever it was before to make its stay in port just as brief as may be.

Submarine Treated as Joke

We saw vessels from literally every quarter of the globe coming and going, bringing and taking every conceivable sort of cargo. We were assured that Liverpool had not known one case of officer or sailor refusing to ship because of submarine or other war danger. With the sailors, indeed, the submarine is humorously treated as a joke. If it gets your ship, why, you row around in the boats until you are picked up and carried ashore, where you promptly stand up for another voyage in the next boat.

The sailors of course are intensely bitter against the submarines. The perils of the sea are ample without being accentuated by such a treacherous foe. Until this war broke down all the rules of civilised conduct the world had gone on for centuries steadily developing means for increasing safety of life and property on the wide waters. Now there is no law of the sea save the law of German murder and piracy; but the sailors of England go right on heaving their anchors and sailing to all the ports of the world. It has become a matter of honor with them.

Personally I was even more interested in what I saw at Manchester than in the sights of Liverpool. Manchester is more like an American commercial city than any other I have seen in Europe. There we were guests of the Manchester Ship Canal Company, which has made an inland city into one of the great ports of the empire. I once heard a peevish citizen of New Orleans say in an outburst of contempt that "if Atlanta could suck as hard as it could blow, it would suck up the Atlantic Ocean and become a seaport." That is precisely what Manchester did, and the description would lack something if it omitted mention of the fact that Manchester is still blowing about what it did.

Canal Cost $50,000,000

Manchester was thirty-five miles inland from the Liverpool harbor. The greatest textile manufacturing center in the world, it suffered acutely during the American Civil War from the stoppage of cotton shipments. The city was prostrated, its industries seemingly ruined. After the war there was a period of revival, but it was presently found that the industry was bearing an impossible toll by reason of its inland location. Either the industry must be moved away to the seaports of the sea be brought to Manchester.

Manchester, getting this idea firmly into its head, organised its Ship Canal Company and set about digging the great canal. The corporation found the expense much greater than had been anticipated, and the city of Manchester took $25,000,000 of stock in the company. To the present time something over $50,000,000 has been invested in the canal and in the development of the Manchester dock and warehouse district. The city nominates eleven of the twenty-one directors of the company.

I doubt if anywhere in the world there is so complete an illustration of modern efficiency in dealing with transportation as at Manchester. This is true because the whole thing was done once; done as a unity. The canal and its docks and jetties were fitted into the whole situation in a scientific way; railroads and warehouses were provided as part of the general scheme. Factory districts were laid off precisely where they would be most easily served either by water or by rail.

The result of all this scientific organisation is that despite the expensive necessity of bringing ships thirty-five miles inland through the tortuous canal, there are so many incidental economies in other parts of the process that the Manchester port is now a distinguished success. This year the stock of the canal company received its first dividend on the common shares, and the earnings are such as to justify the expectation that dividends will be regular in future.

Mammoth Grain Elevator

In Manchester and the next day in London we inspected monotonous mile after mile of ships taking on and putting off cargo from everywhere on earth. I am not permitted to go too much into the details of this part of our trip. We were conducted through a wonderful concrete grain elevator only recently finished and the largest in the United Kingdom. It was a very wonderful sight to the members of our party who were not Americans. The Americans were more familiar with the great grain terminals of our lake ports, and this Manchester affair was designed and its construction superintended by an American.

Manchester is now the center of the greatest industrial section of Great Britain. It is quite the most Occidental town in the country. The officers and directors of the Ship Canal Company, who entertained us, gave the Americans precisely the feeling they would have enjoyed if they had been doing Kansas City or Los Angeles under the guidance of the Commercial Club of either of those towns. Everybody in Manchester is a booster. He knows that his town is the best town there is and is anxious to tell you why. Before he has done he has you convinced.

The following day we toured the dock section of London and saw the greatest commercial shipping district in Europe, if not in the world. At all three of these ports the most impressive thing was the marvellous shipping activity. Ships big and little, steam and sail, tugboats and liners rushing through their port operation in order that they might be back at sea. We were provided with a mass of statistics about the commerce of each port year by year and week by week since the war. The figures would not be particularly impressive, except as they made it indubitably clear that England's shipping and commerce are doing business at the old stand.

Vincent Astor And Naval Militia

Vincent Astor and other officers of the Second Battalion, N. Y. Naval Militia, photographed at the headquarters of that organisation in Brooklyn. Mr. Astor is ready to devote his services to his country. He has already contributed largely to the financial needs of the Naval Militia.

TO AVOID DYSENTERY

and Diarrhoea during the summer months a gentle laxative should be used whenever necessary to keep the system clean.

PINKETTES

are laxative perfection. They dispel constipation, liverishness, sick headaches, bile. As good for the children as for adults. Of chemists, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

EVAPORATED MILK

For all milk purposes

MILKMAID BRAND

excels dairy milk and is cheaper in use.

Always ready Always pure

ALL STORES SELL MILKMAID

APOLLO THEATRE Another Big Paramount Picture

Starting Tonight and continuing Monday, Tuesday and Wednesday

"SOLD"

A Five-Part Masterpiece

"SOLD" The husband of the model destroys her artistically posed masterpiece

Featuring the most famous of emotional artistes

PAULINE FREDERICK

In a role demanding the utmost in intense emotional acting, Miss Frederick is completely overwhelming in the strength of her portrayal of the doubted and suffering wife, who poses for her former admirer and rival of her husband, in order that she may save her husband's honor. Detected and misjudged, all of the feminine emotions of which Miss Frederick is so completely mistress, are presented with an irresistible strength and realism.

Another big programme
Look!

"SOLD"
5 parts

"WHO'S GUILTY"
One Episode

"AT RIAL OF SOULS"
2 parts

Paramount Pictographs
The Screen Magazine

Pathe's British Gazette

A Cartoon Comedy
Laugh-maker.

Unusually splendid

Should be seen by everyone.

The skill and art of the best producers, blended with the talent of most popular stars, to make your entertainment superb.

Don't forget the big matinee today at 3 p.m.

We present MARY PICKFORD in **"RAGS"** with three added attractions. A big special matinee programme.

Maurice Maeterlinck Tells How Belgium Suffers Under Brutal German Invasion

Fate Of His Countrymen Will Cause Cry of Horror, Louder Than Any Yet Wrung from Nations By Inexpiable War, Declares Belgian Poet

Neutrals Have Done Much, He Says, but Must Do More, if They Are to Be Absolved Before Their Own Consciences and the Tribunal of History

Maurice Maeterlinck

By Maurice Maeterlinck.

If the men of this country were what they ought to be, were what we had hoped they would be, nothing would need to be added to the appeal which the Belgian workingmen have just issued to the civilised world. This page of print, which is not a literary effort nor an oratorical exaggeration, but a formal document whose accuracy, moderation and restraint are no less admirable than terrible, this simple page is one of the most heartrending cries of distress which has ever rung through the earth since it took human form. It tells us, this unprecedentedly tragic appeal, that at this moment five to eight hundred thousand workingmen, of ages varying from seventeen to sixty years—that is to say, in a country which only numbers some six million inhabitants, all those belonging to the laboring classes who have not yet died of hunger and privation and have escaped massacre and the hazards of battle—are already or will ere long be reduced to slavery.

Slaves Hated Masters!

And what a slavery! We think that all is said and done when we utter that abominable word, which ought never again to have soiled men's lips and whose odious significance we had all but forgotten. But its significance is infinitely more terrible today! In former times the slave was the property of his master, whose interest it was to husband his health and his strength, to prolong a life which was profitable to him, as it is our interest to husband the strength and prolong the life of our horse, our ox, or our ass; and the least benevolent of masters cared for his slave after his fashion, just as the least benevolent of men cares for the domestic animal which helps him in his labors.

But here we have masters who know that their slaves will not long be theirs; that the day of justice and deliverance is approaching; that they have only a few months, perhaps a few weeks, in which to exhaust the strength of their victims, even to the point of death; masters who, moreover, hate those victims with an implacable hatred, saying in their hearts that the fewer of them that are left at the end of the war the fewer will be their irreconcilable enemies.

We know Germany well enough to be aware that if it is not to her interest to take care of her slaves, then what is now happening amongst our brothers, only a few score miles away from us here, must be so ghastly, so appalling that the imagination dare not dwell on such a picture; and yet, on the other hand, we are certain that the reality when it is at last made known to us, will exceed even that which we have dreaded, so that there will burst from the nations a cry of horor, execration and loathing louder than any yet wrung from them by this inexpiable war.

Belligerents Powerless

Now what can we do? We, the belligerents can do nothing more; we are powerless in the presence of this great despair. We are straining all our energies to crush the monster; nothing is left to us but our voices, and these we will raise in passionate denunication. For we must make use of the one force that remains to us; our cries must not be silenced; it may be that they will at least arouse from their incredible slumber those who are taking no part in the conflict which we are waging for their salvation as much as for our own, those who so far—it must, after all, be said—have failed to do their duty.

Let us forget the still recent past: let us forget all that they might have done but did not do when Belgium was violated, when thousands of innocent men, women and children were mutilated, massacred or drowned, when the conquered territories were systematically ravaged and were decimated by hunger, when so many other infamies were perpetrated, so many indeed that the overburdened memory can no longer keep count of them.

But let us not forget their services either; the kindly hospitality which Holland extends to our refugees; the fraternal solicitude of Switzerland for our wounded, our prisoners and those who are to be repatriated; let us remember the frequent and generous intervention of chivalrous Spain and, above all, the prodigious and admirable effort of America, who for more than two years has literally been saving three or four millions of martyrs from the most hideous of deaths—death by starvation. This is the bright side of their performance, and our gaze may rest on it for a moment.

Neutrals Must Do More

But the time has come when we must ask ourselves and when they must ask themselves whether what they have done hitherto is still going to satisfy them; and whether, in the face of this crime, which no one had dared to contemplate, and of this strange and unprecedented suffering which is beyond their pity and their help, they intend to rest content with what they have done.

They have protested, it is true; some of them, indeed, with commendable vigor. Spain, it appears, has obtained a few promises—German promises—of amelioration and repatriation; America has been more violently stirred than the rest and constant demonstrations have taken place there; but all this is nothing by the side of what must be done if they are to be absolved before their own consciences and before the tribunal of history, which will be their judge. Suppose for a moment that we were in their place; that we, Belgians, Englishmen, Frenchmen and Italians, had remained neutral in a war between Germany and Russia, in which Switzerland, for example, was treated by Germany as Belgium has been and is being treated.

Imagine what would have happened in Paris, Brussels and London! Can you not picture the terrible emotion, the shudder of rage, the wave of horror and indignation which, on the self-same day, in all our capitals, would have raised the very stones in the streets and swept our kings and governments into the mighty whirlpool of popular pity and popular justice?

By that which we should assuredly have done, would that they might at last learn what they could do and what they ought to do! I know very well that their position is not precisely the same, that no comparison is very perfect. So we are not asking them to intervene by main force; those who are near us are too weak, while those who are strong are too remote. But each alike possesses other weapons than those of war; it is time for them to employ those weapons, for things irreparable are accumulating; and we have the right to implore of them something more than sympathy and protests!

It is no longer only a matter of overwhelming our slaughterers with the reprobation of the world.

Reprobation Futile

Your reprobation! Much they care for it! They have sunk to depths where shame cannot reach them, for infamy itself has qualms which they have not. Today it is a case of rendering as innocuous as possible the paroxysms of agony, the dying convulsions of a monster drunk with rage and nameless crime. He no longer understands the words which influence mankind; he is no longer sensible of anything but the blows which subdue wild beasts; we must therefore strike him where we can, how we can, when we can and as often as we can, in his vanity, in his affections, in his social life and, above all, in his purse and his belly, which are the two seats of his life.

Now only you who bear the name of "neutrals," which one day will seem a heavy burden, are still able to prevent and punish certain crimes, against which we are powerless, as they lie beyond reach of our weapons.

Those who are committing these crimes are living in your midst, are coming into your houses, surrounding you with obsequiously threatening smiles, shaking hands with you in the street, in your drawing rooms, in your clubs, are enriching themselves at your expense, are perhaps sitting down at your table and even daring to treat you as equals. It is time to make them feel, by means of your actions, that this is no longer the case, that they are no longer the equals of any people on this earth and that henceforth there is between humanity and themselves a gulf which they will not be able to pass until long years of penitence, suffering and humiliation shall have purified them and made them at last almost like other men.

LIVING ON YOUR NE VE

Everybody has a store of nervous energy. When work or worry without sufficient rest exhausts this store, a condition results that medical men call neurasthenia.

It is commonly met with in those who have had keen anxieties, also those who have cared for sick relatives, and business men who worry over their affairs and neglect to take proper rest. Women who work beyond their strength, anyone who has too much excitement and too little rest may show the symptoms.

The signs are clear. Your complexion becomes pale, you imagine unpleasant things, your brain insists on working when you want to go to sleep. Sometimes you are melancholy. Things that used to please you no longer do so. Constipation is usually present. You worry about yourself and your work and cannot forget your anxieties.

No doctor can cure neurasthenia; you have to do it yourself. First, worry less and don't overtax your strength; then, begin Dr. Williams' pink pills for pale people, for they supply new blood to feed your worn-out nerves and so steadily build up your health. Obtainable from chemists everywhere, also, post free, one bottle $1.50, six bottles, $8.00, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FREE.—Write a post card to above address for a most useful booklet on the home treatment of nervous disorders.

Raven Trust Company, Ltd.

15 Nanking Road. 'Phone 60

Resources ..... Tls. 470,000

YOUR WILL

Let us draw your will today. If you put it off till too late, your property may not be divided as you would like to have it.

FIRE INSURANCE

As agents for the Netherlands Lloyd we are prepared to issue fire policies of insurance at current rates.

MOTOR CAR INSURANCE

Details and rates on application.

BURGLARY INSURANCE

Details and rates on application.

FIDELITY INSURANCE

Details and rates on application.

TRUST DEPARTMENT

Writes wills.
Administers estates.
Acts as guardian for children.
Executes every trust with fidelity.

STOCK AND BOND DEPARTMENT

Advises regarding purchase of stocks and bonds.
Purchases stocks and bonds for clients.
Sells stocks and bonds for clients.
Collects dividends on shares for clients.

INVESTMENT

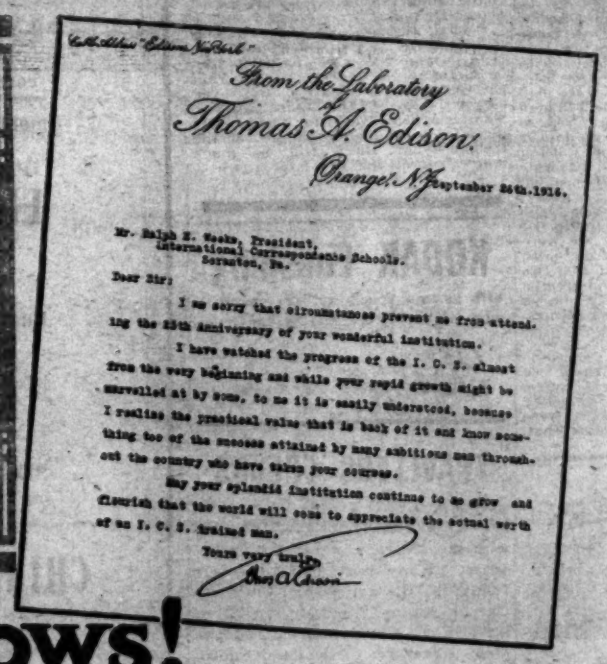
We have for sale, in amounts of Tls. 20 or more, Preference Shares paying interest at 7%.

OFFICES TO LET

One room at 15 Nanking Road
Two " " " "
One private flat of three large rooms at 15 Nanking Road.

Raven Trust Company, Ltd.

15 Nanking Road. 'Phone 60


From the Laboratory of
Thomas A. Edison.
Orange, N.J. September 26th. 1916.
Mr. Ralph H. Weeks, President,
International Correspondence Schools.
Scranton, Pa.
Dear Sir:
I am sorry that circumstances prevent me from attending the 25th Anniversary of your wonderful institution.
I have watched the progress of the I. C. S. almost from the very beginning and while your rapid growth might be marvelled at by some, to me it is easily understood, because I realize the practical value that is back of it and know something too of the success attained by many ambitious men throughout the country who have taken your courses.
May your splendid institution continue to so grow and flourish that the world will come to appreciate the actual worth of an I. C. S. trained man.
Yours very truly,
Thos A Edison

Edison Knows!

Many men who have won and are winning success through the International Correspondence Schools will thrill with pride when they read this splendid tribute from Thomas A. Edison.

For Edison Knows! He knows the worth of spare-time study. And he knows what the I. C. S. will do for the man with the grit to say "I will." Wasn't it Edison who stayed up half the night to read every get-at-able book on electricity? He educated himself in spite of every handicap. In his day there wasn't any I.C.S. to tell him what and how to study in his spare time.

You can prepare for great achievement. The way has been made much easier for you than it was for Edison. Read and learn what the I.C.S. can do for you.

The Work of the I.C.S. Is Threefold

1.—Teaching employed persons the science of their occupations.

2.—Preparing dissatisfied people for congenial and better-paying positions.

3.—Giving young and unemployed persons the training necessary to start at fair salaries in their chosen vocations.

The I.C.S. Student is not required to leave home nor his work. He studies in spare time when convenient. The Schools are never closed. The student can move about from place to place without interference with his lessons. He prepares several times as much written work as classroom students and consequently receives several times as much helpful criticism. He studies in private; he does all the reciting himself and receives the individual attention of his instructors.

The Growth of the I.C.S.

The I.C.S. introduced, in 1891, the I.C.S. method of teaching by mail with special home-study text-books and a system of correction of students' work. Many years of successful teaching show that this system supplies the great educational need of the world; it carries practical knowledge to the thousands who cannot leave home nor give up work to better their education.

At the end of 1891 there were 115 students.

At the end of 1900 there were 251,310 students.

At the end of 1909 there were 1,267,000 students.

At the end of 1916 there were almost 2,000,000 students representing every occupation in the realm of industry and every country on the globe.

219 railroads and 202 industrial companies—including many of the largest of the world—have entered into arrangements with the I.C.S. for the instruction of their employes. This is one of the greatest distinctions ever conferred on any educational institution and the continuance of these arrangements is conclusive evidence of the practical results produced.

I.C.S. Textbooks Are Famous For Three Features

1.—They are complete.

2.—They are practical.

3.—They are easy to understand, remember and apply.

All three of these features are important but the one deserving particular emphasis is *the ease with which a person can learn from I.C.S. Text-books.* One reason for this is that they are replete with line-cut, half-tone, color reproductions and mechanical drawings, averaging more than one illustration for every two pages. Wherever an illustration will assist in making the text more clear it is used. Modern illustration depicts most objects as well as they can be shown in reality and by means of sectional views imparts a better idea of the interior workings of machinery, etc., than seeing the object itself.

At the time this article is written 317 residence educational institutions (I. C. S. Text-books are not sold to other correspondence schools) including government military and naval training schools and the foremost universities and colleges of the United States, are using I.C.S. pamphlet text-books to some extent in class-room work. We could not wish a higher endorsement of our books than this.

More money has been invested in the preparation of these books *than on any other text-books ever published.* Before a single page was printed, $98,000 gold was expended in gathering, writing and compiling the work contained in the Architectural Course alone—$88,000 on the Civil Engineering Course, and Agricultural Courses thus far prepared have cost more than $100,000 gold.

We Are Not Selling Books

We are selling instruction. You can buy a whole library of books and yet never understand the theory of your trade or profession. To study efficiently it is necessary to be able to judge what is worth learning—it is also essential that your studies be systematically planned to lead you forward by *natural and carefully graded steps.*

We have been teaching successfully for over twenty-five years. Is it not reasonable, therefore, to concede that we can plan your studies better than you can yourself?

While the price of any I.C.S. Course includes a complete set of text-books, the point that we wish to strongly emphasize is that our expert instructors spare no effort or expense, in connection with the careful correction of examinations, to give each student, the *helpful, individual assistance* he requires in order to gain complete mastery of the most difficult subjects of his Course.

Does I.C.S. Training Pay?

In a recent investigation of 27,000 typical I.C.S. Students two were found with annual incomes of $50,000 gold, six with $25,000 or better, twenty with $10,000 or better, 413 with $5,000 or more, 2,451 with $2,500 or more and 14,990 with at least $1,500 gold a year. At the time they enrolled the big majority of these students were engaged in unskilled occupations.

Every month more than 400 I.C.S. Students write to the Schools telling of advancements in positions and salaries. These are voluntary reports and when it is considered that it requires deep appreciation to inspire a person to write a voluntary letter of endorsement, it will be realised that there are hundreds more every month who benefit by I.C.S. Training and never take the trouble to report it. The history of I.C.S. Students is a history of success.

The I.C.S. in The Orient

Since the establishment of the CHINA AGENCY, I.C.S. in Shanghai more than ten years ago, thousands of persons have enrolled and achieved equally satisfactory results in their studies as students in the United States. That these students who have pursued their studies with any degree of self-interest have been returned full value for the small amounts invested is amply proved by the hundreds of enthusiastic letters received by the China Agency telling of increased earnings.

The I.C.S. Student body in China has steadily grown larger from year to year. The enrolments thus far in 1917, in spite of abnormal conditions, far exceed that of the same period in any previous year. The fact that the greater number of our new students enroll through recommendations of old I.C.S. Students is additional evidence that the I.C.S. gains and retains the good will of its students.

Terms of Enrolment

Payment for Courses may be made in full at the time of enrolment or on the monthly, instalment plan. The price of a Course includes a complete set of text-books and *thorough, individual instruction.*

We do not offer free scholarships nor do we sell instruction by the lesson. I.C.S. Courses are sold complete, as a straight-out business proposition.

There is only one institution known as the INTERNATIONAL CORRESPONDENCE SCHOOLS. We have no connection whatever with any other institution advertising correspondence instruction and using a similar name.

The International Correspondence Schools make the unqualified statement that they have invested more money in the preparation of their Courses, are spending more each year in revising and keeping their text-books up-to-date with the latest practices in science applied to industry, and have graduated and qualified more students for responsible positions than all other correspondence schools combined.

We unconditionally guarantee that any student who is able to read and write English and who does his part faithfully, will learn and gain far-reaching benefits by our method.

We give as references I.C.S. Students in all parts of the world.

LOOK INTO THE FUTURE

Can You Afford Not To Be An I.C.S. Trained Man?

If you want to learn more and earn more, if you want to advance, if you want the very things that I.C.S. Training will bring you—CAN YOU AFFORD NOT TO TAKE UP AN I.C.S. COURSE?

Don't let anything stop you. Long hours, you say.. Hard Work! What of it? What about Edison staying up half the night? What if you do have to make temporary sacrifices—what will they amount to measured against the achievement that will be yours? Don't hesitate. Send this coupon. Train yourself for a bigger and better future. Say "I WILL" and DO IT NOW!

TEAR OUT HERE

CHINA AGENCY, I. C. S.,
-11 Nanking Road, Shanghai

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

ELECTRICAL ENGINEER	Bridge Engineer	TRAFFIC MANAGEMENT
Electrician	Structural Draftsman	Cartoonist
Electric Wiring	Structural Engineer	ILLUSTRATOR
Electric Lighting	Municipal Engineer	Perspective Drawing
Electric Car Running	ARCHITECT	Carpet Designer
Heavy Electric Traction	Architectural Draftsman	Wallpaper Designer
Electrical Draftsman	Contractor and Builder	Bookcover Designer
Electric Robing Beamer	Building Foreman	Monument Designer
Telegraph Engineer	Lumberman	Common School Subjects
MECHANICAL ENGINEER	Concrete Builder	High School Subjects
Mechanical Draftsman	PLUMBER & STEAM FITTER	Mathematics
Machine Designer	Heating and Ventilation	Teacher
Machine Shop Practice	Plumbing Inspector	TEXTILE OVERSEER OR SUPT.
Boilermaker or Designer	Foreman Plumber	Cotton Manufacturing
Patternmaker	BUSINESS Complete!	Woolen Manufacturing
Toolmaker	Bookkeeper	CHEMICAL ENGINEER
Foundry Work	Stenographer and Typist	Analytical Chemist
Blacksmith	Higher Accounting	MINE FOREMAN OR ENGINEER
Sheet-Metal Worker	Certified Public Accountant	Coal Mining
AUTOMOBILES	Railway Accountant	Metal Mining
Automobile Repairing	Commercial Law	Metallurgist or Prospector
STEAM ENGINEER	Good English	Assayer
Steam-Electric Engineer	SALESMANSHIP	NAVIGATION
Stationary Fireman	ADVERTISING MAN	Motor Boat Running
Marine Engineer	Window Trimmer	AGRICULTURE
Refrigeration Engineer	Show-Card Writer	Fruit Growing
Gas Engines	Outdoor Sign Painter	Vegetable Growing
CIVIL ENGINEER	Railroad Position	Live Stock and Dairying
Surveying and Mapping	Private Secretary	Poultry Raising
R. R. Constructing	Commercial Art	Poultry Breeder
	Accountant	
	Auditor	
	Clerk	
	Traveling Salesman	

LANGUAGES by I. C. S. Special Phonetic Method — For English speaking People: Spanish, French, Italian, German — ENGLISH FOR: CANTONESE, MANDARIN, ITALIAN, MALAY, GERMAN

Name .....

Address .....

Story Of The First American Prisoner On German Raider To Return To United States

Dr. McKim Was on the Liner Georgic When She Was Riddled Unwarned by a Previously Masked Ship—"Men Screamed Like Women"—"Sea Alive With Swimming Horses"—From Raider's Deck Watched Liner Go Down—Survivors Kept Aboard the German Ship Until, Later, the Yarrowdale Was Captured—Anxiety of the Locked-In Prisoners While That Ship Was Being Shelled.

Dr. Orville E. McKim, the American veterinarian who has been constantly crossing the Atlantic through the danger zone since the war began, and who had made two previous round trips on the White Star liner Georgic, was aboard that steamer in charge of twelve hundred horses when she was sunk by the German raider. He was taken into Germany on the Yarrowdale, and for the first time describes the adventures and sufferings of the remarkable trip. He is the first American of those held in Germany to return to his own country.

By Dr. Orville E. M'Kim

We were out of Philadelphia for Brest on Dec. 2, 1916, with a cargo in the hold that was worth at the very least $5,000,000.

Eight days later, most of the cargo, together with the great ship Georgic of the White Star Line, probably the largest freighter afloat, was at the bottom of the sea, and twelve hundred horses, destined for the cavalry in France, had been blown to pieces or drowned. The Georgic was commonly called among seafaring men "the warehouse," because of her tremendous size and carrying capacity.

I was in charge of twelve hundred horses which were on the main deck. Saturday, Dec. 9, the sea was running pretty high, and we had a great deal of trouble with the animals. Several of them were thrown over the barriers by the tossing of the ship, and many were sick.

I was working hard that night and didn't get into my bunk until four o'clock Sunday morning. It took me just about five seconds to fall asleep.

It Was a German Raider

Suddenly there was a terrific crash, and I thought my head had been crushed in. We had run counter of a German raider and her first shot had gone through the smokestack, which was directly over my head. The ventilator, which let air into my stateroom, was abeam of the smokestack, and the effect was as if the noise of the explosion had come through a megaphone, with my ear at the small end of it.

I thought the "warehouse" had been blown to bits, and I was surprised to find myself on solid deck as I landed out of the bunk on the floor. I think my feet were in my slippers before I lit, and I know that almost before I had gotten into the passage-way a second shot had carried away the wireless. Those Germans were good marksmen. I heard the outfit clatter onto the deck and the fragments of shell raining down like stone from a blast. Some of the pieces were as big as hen's eggs, and the men kept them for souvenirs. There wa then little excitement.

Liner's Gun Dismounted

In my pajamas and slippers I sped along the deck to the after end of the house just in time to see a flash from the forward port gun of the raider followed by a roar, and a shell smashed through our counter, dismounting our own 4.7 gun.

Such quick work had the raider made of us that the gunners, whose quarters were only fifty feet away, had not had time to reach their piece. If they had they would have been blown to atoms.

It wasn't but a few seconds after our gun was smashed that a fourth shot carried away the steering gear almost under where I stood. I will wager that without voluntarily moving a muscle I rose two feet from the deck.

When I landed I made good time to my stateroom, and put on what few clothes I could find hurriedly. As a dresser I proved I was fit to be a fireman. By the time I was on deck again the chief officer's boat with its complement was almost in the water and my boat was being lowered away.

'Hurry-Up' Notice

Another shot went shrieking over our heads, merely, I presume, to remind us that haste was the order of the day. We took the hint.

The explosion of the shells, which had been fired into us, and not across our bows, had now caused a stampede on the decks, and at least fifty men scrambled into Boat No. 6 like so many rats.

Officers cursed them and struck out with fists and any weapons that happened to be in their hands, but the fear of death was in the hearts of the men, and they pushed one another aside and trampled over comrades as though they had been so many coils of rope.

And they paid the price. Either the forward falls had been cut by shrapnel or fragments of exploding shells, or the man who was paying out the rope became excited and let it get away from him, and, in a jiffy, Boat No. 6 was dangling stern up, and fifty men had been hurled into the seething sea.

Men Screamed Like Women

I will not forget their screams so long as I live. I have heard horses scream, and it is terrible. I have heard women scream, and it is worse. But when Boat No. 6 hurled its fifty men into the ocean, I heard fifty men scream like women, and the sound will ring in my ears until I die. Nights I woke up with the screams ringing in my head. It cannot be described.

The thudding of bodies on the water added to the horror of it all. I once witnessed a fire where men and women leaped from windows five and seven stories above the street. If you have ever seen and heard anything of the kind, you will be able to imagine how the dull, heavy thumping sounded. It was just as if they were striking hard pavements.

Seaman Conroy

Seeing what had happened, I shouted to the man who was handling the after falls of Boat No. 6 to pay out his rope and lower away to give the men in the water something to cling to until we could reach them. Instead of lowering away gradually, he let the line run, and the heavy boat crashed into the water in the midst of the screaming, struggling men. I think that accounts for the disappearance of the seaman Conroy, who was never found. I have no doubt that his skull was crushed in, and he sank as men do when they are stunned by a blow on the head.

Incidentally our own boat nearly suffered a similar fate, for the man who was paying out the after falls became so excited he forgot to let loose the bight he had around the cleat, after the lifeboat reached the water, so that when the Georgic rolled in the fifteen-foot sea, she hoisted our stern above the water, and the sea piled into bows, half filling us.

"Luckily, we righted ourselves, but before we could go to the rescue of the poor wretches who had been flung from Boat No. 6, we had to wait for eight men who were still in the rope ladders trying to get aboard us.

Envied Drowning Men

At that time I had no doubt that we were going to be left adrift in the open boats, and I envied the men in the water, despite their heartrending shrieks.

"All will be over for them in half an hour or so," I thought, "but we may starve and bake in the sun without water or food for days upon days."

Nevertheless we rowed round to them and took several into our boat. Two of the starboard boats had been destroyed by the gun fire, and the one which had dropped into the sea was useless, so that we had only three boats for all the crew of the Georgic, and in our own craft thirty-nine men were crowded, although it was only intended to carry twenty-seven.

Beckoned by Germans

By the time we had picked up those in the water, many of whom had been taken into boats which had put off from the raider, an officer on the German ship motioned to us to come alongside. When we had pulled over close enough, they made us understand that we were to follow them, and that we would eventually be taken on board. For an hour and a half we rowed in the wake of the raider while she maneuvered round and round the Georgic, as we learned later, to make sure that no trickery was afoot, as it seems several other victims had attempted to get revenge in various ways.

At last, about half-past eight in the morning—that is, at one bell—we were taken aboard and, while we were waiting orders, I had an opportunity to talk with the officers of the Georgic and find out how we had been captured while I was asleep in my bunk.

First Fight of Raider

J. J. Peters, our chief officer, was on the bridge at the time, and he describes how it had been done.

"It was six bells (6 o'clock)," he said, "when I sighted her. She was low on the horizon and seemed to be steering a course about parallel to ours. She didn't act in the least suspicious, or so it seemed then. Now I know differently. (He glanced ruefully around at the strewn wreckage.) What she really did was to alter her course about a half a point at a time so that she gradually drew in closer to us, and as she was faster, she was finally steaming square abeam of us. There ws nothing about her that looked suspicious except there seemed to be too many on the bridge. We discovered later there were six. I thought she was keeping a sharp lookout—that was all. She flew no ensign. Neither did we.

"When running abeam of us she suddenly swung so that she came round broadside, now with the side exposed which had been away. I saw that she had let down sections of her plates on hinges, and some ugly looking guns and torpedo tubes were threatening us. Man, what a row of teeth!

"She had prepared the guns on the quarter away from us, and then swung round to rake us. It was too late then for the Georgic to do anything. We hadn't a Chinaman's chance. She must have known we were armed, for she didn't wait to fire across our bows, but let drive with a rifle, at least a six-inch gun, and smashed into our smokestack.

'Abandon Ship at Once'

"Simultaneously with her first shot she broke out the German naval ensign and the signals 'M. N.,' which mean in the international language, 'Stop instantly!' A second later 'A. B.' was hoisted—'Abandon ship at once!'"

It was the first shot which had wakened me.

Well, when we went over the side of the raider most of us were drenched to the hips, and many were soaked all over, and it wasn't particularly warm on the decks where we had to hang around for several hours. The Germans didn't steam heat them.

Seized All They Could Carry

While we had been rowing in the wake of the raider and she had been maneuvering bombs had been placed in the forward and after tunnels of the Georgic, and the German sailors had looted her as well as they could. Some of the pork, stowed in refrigerators in No. 1 hatch, had been carried on board the raider. The 10,000 barrels of oil in No. 2 hatch were left, for the Germans had no chance to transfer it. Nos. 3, 4 and 5 hatches were filled with grain, and although I think they would have liked to take it, they did not have room. They could have used it at home if they could have got it there. The cotton, 25,000 to 30,000 bales of it, in hatches No. 6 and No. 7 they were glad enough to have destroyed, and they had no use for 154-ton motor trucks which were stored in the hold. What flour was on board the Georgic they transferred to the raider, and the sailors looted the steward's store of all the cigars and beverages. Any one who has smoked German cigars will excuse them for grabbing the tobacco.

Took Personal Property

Most of the personal effects which our men had left were taken by the German sailors. I lost a razor case, a Gladstone bag, several hundred cigarettes which were in my trunk and many other personal belongings. When I told the German commander about it he very politely informed me that it was sailors' loot and that he couldn't question some 400 men in his crew to find out who had property of such slight value.

When the Germans were through transferring what supplies they salvaged from the Georgic—and I want to say that they accomplished the transfer with precision and the Teuton efficiency and with a remarkable absence of confusion, considering the high sea which was running—the bombs in the forward and after tunnels were exploded, and from the deck of the hostile ship, on board which we were virtually prisoners, we watched our own ship settle in the waves—a sad sight to see a great craft go down.

It was exactly half past 8 when the bombs were exploded by lanyards run over the sides of the Georgic. She settled very slowly by the stern, with a slight list to starboard. The water began washing over the well deck of No. 6 and No. 7 hatches, but the cotton there was evidently supporting her very well, and by 12 o'clock the Germans became impatient. The old boat seemed to be actually lighting for her life.

The commander decided to torpedo her, and we had the humiliating and harrowing experience of standing on the deck of the raider and watching his own ship torpedoed.

One great torpedo, about six feet long and twelve inches in diameter—the Germans told us afterward they were larger than the ones used by submarines—were launched, and I could hear the singing, whistling sound they made as they struck the water. They were certainly hetorpedoes.

Even in the heavy sea we could watch their wake as they sped relentlessly toward the mortally wounded Georgic and the twelve hundred defenseless, faithful animals below her decks. A sailor looks on his ship almost as a human being. I was thinking of my own horses in the same way—like my children I had doctored.

We were at least three-quarters of a mile from the doomed vessel, yet the roar of the torpedo as it struck her just abaft of the engines was deafening. The deluge of water that was thrown high into the air completely hid the ship for several seconds after the explosion.

Sea Alive With Horses

Knowing how the horses were placed, I am positive that at the very least 400 of them must have been blown to pieces or killed from the shock of that first explosion. It was heart-rendering to me who had lived with them and cared for them, but perhaps it was quicker than the death many of them would have met on the field of battle.

The two boats which had been riddled by the shells from the raider and left hanging from the davits of the Georgic were cut completely loose by the explosion of the torpedoes, and seemed to flutter to the sea like chips in a wind.

After the torpedoing, the Georgic sank more rapidly, and very soon the seas were piling over the well deck of Hatches No. 6 and No. 7. So heavy was the backwash that every once in a while a horse would be picked up bodily by it and swept into the ocean, right over the bulwarks, which were at least eight feet high. You may get some idea of what sort of a sea was running when you realise twenty-five or thirty of the animals were carried clear of the Georgic.

They swam round and round in the icy waters, some of them for hours. A splendid chestnut struck out straight for the raider. I recognised him as one of my pets. So close did he get that I could hear his breath coming in rasping sobs. You have seen a man tired from swimming approach a raft and have heard him pant with relief as he was within reach of it?

This is exactly how the chestnut was panting—almost sobbing for breath. It was exactly like the swimmer reaching safety just before he is spent. I could not stand it. Rushing up to the German commander I begged him to shoot the animal rather than leave him to struggle his life away trying vainly to claw up the side of the raider, as he was.

The commander took careful aim with his Mauser pistol, which had an adjustable stock that made it capable of being used like a rifle, and fired. It took him four shots to end the poor creature's misery.

Another gray horse which I recognised, swam for probably an hour and a half round and round the Georgic before the water closed over his head. I love horses—always have.

It was terrible. Then think how much more terrible it was when the Lusitania and other vessels went down and women and men were in the places of the horses. I thought of that then, and think of it ofter now as the scene comes back to me.

Last of the Georgic

All this time, the Georgic was settling slowly with very little list. By 3 o'clock in the afternoon, she was almost on her beam ends, stern down with the water at about No. 2 hatch where the oil seemed to be sustaining her. Gradually, however, she sank further and further, her smoke stacks going down intact, which is unusual. I suppose it was because they were riddled with holes from the raider's greeting. At last she disappeared. I was glad the suspense was over.

During all these happenings, two German officers had been taking motion pictures of scenes on the raider's decks, the horses swimming in the water, and the sinking of the Georgic.

It was not until our former home had taken the final plunge that any one paid particular attention to us. We were given quarters in the forecastle. Formerly the neutrals had been kept separate from the belligerents, but the raider had captured so many ships that this was no longer practical, and all the officers—I being rated an officer—from the Georgic were quartered together irrespective of nationality. I must say, however, that as long as we were aboard the raider, or any other vessel under the control of the German navy, we were treated as neutrals. It was not until we arrived on German soil that we Americans were regarded and treated as units of the British navy and as belligerents. This ruling was because the Georgic had been armed.

Breakfast at Last

It was half past four when we tasted our first food—black coffee, black bread and beet jam. The coffee was served in receptacles that were so reminiscent of wash basins that, combined with the taste of the stuff, it made me and several others deathly sick.

In the forecastle, where we were quartered, there were six bunks which were already occupied by Capt. Anderson of the Hallbjorg; his brother-in-law, George Troye of Brooklyn, N.Y., who had been taking a pleasure trip with him; Richard Zabriskie, an American, who had been serving as hospital attendant on board the Mount Temple; Hans A. Fugri, a Norwegian, who had been fourth officer on board the Voltaire; Dr. H. D. Snider of Norfolk, surgeon on the Voltaire, and Peter Ottesen, a Dane, who had been mate of the schooner Duchess of Cornwall, out of Newfoundland.

There were thirteen of us from the Georgic. Six got hammocks. The rest of us slept on the floor.

The Morning After

The first morning after the sinking of the Georgic we were taken on the deck for air, but it began to rain and we went below again. In the afternoon we went up once more, but we had scarcely been on deck half an hour when we were ordered below.

We were locked in our quarters and the steel bulkhead outside the door to the forecastle was bolted. The engines throbbed and the screws raced so that the whole ship trembled. We could tell that we were jamming on every ounce of steam of which we were capable, and those who had already spent several days on the raider told us newcomers it meant there was a probable victim in sight. They were in pursuit.

Presently we heard the iron bulwarks being lowered and the guns and torpedo tubes being swung into place. How long we pounded along in chase I do not know, but suddenly one of our guns roared and the whole ship trembled as though she would shake into bits.

None of us knew what we were up against. If we had tackled a cruiser or a ship with armament heavy enough to put up a fight we might go to the bottom with never a chance even to swim for it. We prayed the commander of the other ship was not a game man.

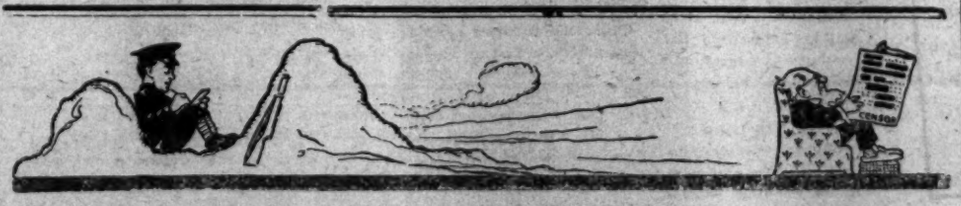
Like Rats in Trap

I was raised in the country, Watertown, N.Y., and I have drowned rats in a trap because it seemed to be the easiest way to get rid of them. I will not do it again. I lived the life of a rat in a trap about to be drowned, for several thousand years that afternoon in the forecastle of the raider, although a watch would make it perhaps only a matter of minutes.

I was locked behind steel doors, and my very marrow could feel the chill of the water as in imagination it closed over me in the tiny room where we were caged.

But the shooting came to an end and we learned that the Yarrowdale had been taken—in the future to be our home for some time. I do not think I am a coward. I hope that I could face death, fighting, without fear, but meeting the grim reaper trapped like a rat is a different matter. The relief was so great that even the burnt acorns and barley that passed as coffee, and the black bread, tasted good that night.

Poor as the food was on the raider, it was better, as I will show later, than anything we got after we reached Germany—better even than what the German soldiers are eating. And as for the fare of the German sailors, what is a frugal meal for them would be called a banquet by the men in the trenches—but there will be much more about all this in a later article.



Now that obliteration is frequent, it is but natural to call "KRYPTOL" to mind.

"KRYPTOL" is a dense white undercoating for paint or enamel work, of sufficient density to turn black into white in one coat.

Its use does much to lower labour charges and save both time and money.

Other economical W. H. C. specialities are:—

"SYNOLEO" the oil-bound Distemper that produces flat enamel results at water paint prices. Unique for its absolute washability.

"SICCOLINE" the most concentrated drier made and most economical in use, always reliable and dependable.

FADELESS GREEN a permanent pigment produced exclusively by W. H. C. remains green even under tropical suns, and supersedes Brunswick greens.

Wilkinson, Heywood & Clark, Limited

SHANGHAI & HONGKONG

Largest Stockists of Varnishes, Paints, Distemper, Enamels, etc. in the East.

Guaranteed Quality—Largest Factory Output—Biggest Reputation.

Buyers' Guide sent on application.

F. C. BANHAM, Manager in Far East, Shanghai.

KODAK Finishing

with us is a speciality. Try us with some of your work and be convinced

Burr 5 Broadway

TRAVELERS CHECKS

SELF-IDENTIFYING Travelers Checks have become popular with the American public simply because they are useful. To carry your funds in the shape of Travelers Checks means two things: First, safety—because each check requires your signature to make it good. Second, convenience—for Travelers Checks are as good as gold, no matter where you travel.

The Travelers Checks of Wells Fargo and Company are known and used throughout the civilized world. They are self-identifying. Wherever you go—to London, Calcutta, or some small American town—your Wells Fargo checks will be readily accepted for full face value by hotels, transportation companies and merchants in general. Your identification is easily established.

You sign your name on the checks when you buy them. Then, when you need cash or wish to pay a bill, you sign the check again (countersign it) in the presence of the man who accepts it. Thus your signature identifies you.

Sold at Current Exchange Rates, premium $0.50 per $100.00

Wells Fargo & Co Express

WELLS FARGO & Co.,
No. 8 Kiukiang Road,
(Corner Szechuen Road)
Telephone 4241.
OWEN WILLIAMS,
General agent.

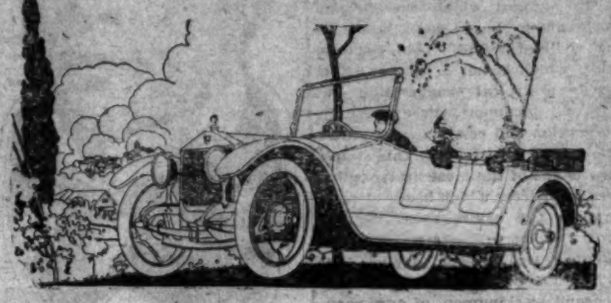
The **ROAMER**

America's Smartest Car

UNTIL the advent of the ROAMER there never has been an American motor car selling at less than $4,000 which was created particularly for its owner and not just for a market

Today the ROAMER selling at a most moderate figure satisfies every requirement of the man who desires a combination of beauty and mechanical excellence without paying a premium for it.

H. S. Honigsberg & Co., Inc.



Houses To Let

YU YUEN ROAD:

Beautiful, New, Six-Room House; Tennis Lawn, Garage. All Latest Improvements.

AVENUE ROI ALBERT:

New House; Tennis Lawn, Flush Closets, Six Rooms.

RUE MOLIER AND MASSENET:

Modern, Six-Room Residence (corner): Tennis Lawn, Latest Improvements.

Houses For Sale

New Modern Residences, in Both English and French Settlements.

Land For Sale

SIZES TO SUIT PURCHASERS

CHINA REALTY CO., LTD.

39 Nanking Road

"The Richest of all Tinned Milks Tested"

Says the Committee on Infant and Invalid Diet of the Medical Missionary Association of China

SING BATTLE HYMNS, PRAY FOR VICTORY

New York Methodist Conference Salutes Flags and Votes 'Unswerving Loyalty'

WAVE OF PATRIOTIC FERVOR

Presbyterian Commission And Catholic Laymen Also Pledge Support In War

New York, April 6.—Militant patriotism again gripped the New York Conference of the Methodist Episcopal Church at the second day of its annual meeting in Washington Square Church yesterday. The German flag, which had been violently snatched from its conspicuous place among flags of other nations that decorated the church the first day, had been replaced by a large French flag when the 300 clergymen gathered yesterday morning. They saluted the American and French flags, gave three cheers for both, and sang "The Battle Hymn of the Republic."

A resolution pledging loyalty to the country and praising the President's war address to Congress, was passed unanimously with cheers. Chancellor James R. Day, of Syracuse University, read an annual report "on the state of the country," which was characterised by some of the clergymen as "the ablest paper presented to this Conference in fifty years." At the conclusion of it Chancellor Day said:

"Not many days hence we hope to place our 'Old Glory' beside St. George's Cross and the Tri-Color of our brave Allies who for long months have held, and are now turning back, the front of the most barbarous foe that has ever threatened civilisation on any battlefield. Of the justice of the conflict we declare our faith. Of its victory there can be no doubt.

"We have not wanted to fight, but we will not complain if we must defend our altars, however great the price. Human life is the measure, but it measures human liberty, and human life without human liberty is not worth living.

"We invite God's blessing, and with no fear that there is any blasphemy in our prayer, upon our brothers and our sons to whom it is given to go forth in these times that are to try men's souls, but to whom shall be the honor of vindicating and defending the sacred rights of the country."

The Convention then sang. "My Country, 'Tis of Thee."

The resolution, drawn up by a committee of five headed by Rev. Dr. Ezra Tippin, set forth that the President had called on Congress to declare a state of war "in sentiments so lofty, in words of such magnanimous devotion to the eternal principles of liberty and democracy, in declarations of high resolve so unselfish and beneficient that Americans who crave for all men the freedom and civilisation which we enjoy devoutly thank Jehovah, who, as Thomas Jefferson said, "when He gave us life, gave us liberty at the same time."

The resolution stated that the memorable address would be held by history to be the crown of President Wilson's many distinctions and that it was already reverberating "throughout Europe and in the far places of the earth, fanning long-smoldering fires of patriotic impulse into flame, energising eager hope and courage into passionate effort." It ended with this clause:

"Resolved, that we pledge to him and to our country for these months of sacrifice and suffering which lie before us our unswerving loyalty, our resources of strength, physical and material, and our constant sympathy and prayer."

Bishop Luther B. Wilson, presiding at the Conference, called for a salute to the flag and delivered a patriotic address. He said that he was in agreement with the President's course and that while "sometimes we may have been impatient of the President's patience, we have been tempted to think that the 'overt act' was late in recognition" it must now appear that the President's patience constituted a defense of his final act in recognising a state of war. History, he said, could not charge the Government with ill-advised haste.

"We may take the German flag from its place among the symbols of the nations," he said, referring to the removal of the German flag from the decorations of the church, "but we shall fold it and lay it away with sorrow, and yet with hope, believing that when democracy shall have won its supreme victory the flag of the German people shall fly again and the nation take its place again in the sisterhood of nations."

At meetings of clergymen of other demoninations during the day resolutions pledging support to the President were passed. The Executive Commission of the Presbyterian Church met in the Presbyterian Building and took action commending the President's course. The Laymen's League for Retreats and Social Studies, of the Catholic Church, issued a patriotic statement, in which universal military training was endorsed.

STRAY FINANCIAL THOUGHTS

(The Annalist)

A broker's advice is good for the day only, or sometimes for the moment only. He may be right in advising a client to buy one day and right in changing his mind overnight. Trouble not infrequently occurs because the recipient of advice remembers it and assumes that it is good until cancelled. A customer who appeared ready to make an investment dropped into his broker's one day and asked for a suggestion. He wanted a dividend-paying stock which showed good prospects of appreciating in value, and the broker, after a moment's thought, suggested a purchase of Kennecott Copper. It was a good many weeks afterward, when Kennecott was selling at 47, that the two fell into conversation again. The customer complained bitterly because he had bought Kennecott on the broker's advice. He had paid 60, and, as the broker pointed out, the stock was selling at 45 when he asked for a suggestion. It had taken a rise of 15 points to bring the customer around, and the tip had long since wilted.

The best a railroad man expects is "nothing," said an executive who is hoping for a rate increase. "If he is not criticised he is well off. He is like the poor gate tender who risked his life to save a little boy who had fallen into the river. The boy was the son of wealthy parents, and after the rescue and the return of the child to his home the hero was all expectancy when he saw the father hurrying down to his post.

"'Are you the man that jumped into the river to save my little boy?' the father asked in great excitement. The hero modestly admitted his identity. 'Well,' went on the father, 'I came down to find out what you did with his hat'"

As an instance of the rapid rise in the value of nearly everything it might be cited that the United States paid two cents an acre for Alaska in 1867 and obtained a vast store of precious minerals, while in 1917 it paid $295 an acre for the Danish West Indies and obtained three small islands supporting 33,000 people with its bay rum and lime juice production.

In the dim ages when there was still some doubt as to whether Standard Oil was more than an ordinary successful industrial company, a manufacturer who was making a good living turning out gasoline stoves was offered a satisfactory price for his patents by the Rockefeller interests. He accepted it and was offered his choice of taking Standard Oil stock at par or cash. Being a shrewd and conservative man, the seller elected to take cash. The shares he refused afterward sold up to $800 a share, and their equivalents today in stock of the constituent companies, are worth about $2,500 each.

OLYMPIC THEATRE

Starting Today and running Monday, Wednesday and Thursday

The famous stage success in photo-dramatic version

"ARE YOU A MASON ?"

with the irresistible comedian of both the silent and speaking stage — JOHN BARRY MORE, who has scored a great success on two continents.

Another of the celebrated five-part Paramount pictures, artistically created, elegantly produced, superbly enacted. It is an excruciatingly funny comedy drama that will convulse the audience with laughter. The original stage play was an unparalleled success; its pieturised version has surpassed the triumph it was then accorded.

The big comedy dramatic farce is surrounded with an excellent selection of choice attrac ions:

The Paramount Pictograph

The Magazine of the Screen

An added Comedy Attraction

"The Gaumont Graphic"

Interesting happenings from all lands

"The Initiation of the Make-Believe Mason" one of the many big funny scenes in which the big farce comedy abounds.

Not to see

John Barrymore

in his portrayal of the make-believe Mason, who, with his funny father-in-law will give you two delightful hours, is to miss one of the choicest theatrical offerings of the season.

A remarkably attractive programme in "The Theatre Beautiful."

Are you going to see it ?

VICTORIA THEATRE

Commencing Wednesday, May 23rd, at 9.15 p.m.

FOR ONE WEEK ONLY

ENORMOUS ATTRACTION

Important and expensive engagement
Maurice E. Bandman presents

The World-Famous Chinese Illusionist

CHUNG LING SOO

Direct from the London Hippodrome. In a Performance of ORIENTAL SPLENDOUR AND WEIRD MYSTICISM, assisted by Miss SUEE SEEN, pre-ents in rapid succession the most Beautiful, Baffling, and Interesting Series of Illusions ever submitted to the Public.

Supported y Vaudeville Direct from London Variety Theatres.

Ivey and Madge Aberdare
Direct from the Palace Theatre, London.

Ethel Hill
From the Alhambra and Coliseum, London.

Leywood and Norell,
Burlesque Artistes.

Con Colyer
Novelty Comedian.

Booking at Moutrie's now open. Prices $3.00, 2.00 and 1.00

VICTORIA THEATRE

TONIGHT Last exhibition of
D'Annurzio's Great Spectacle

"CABIRIA"

Also at Today's Matinee

THE WHOLE 12 PARTS WILL BE SHOWN

Showing on

Monday & Tuesday, May 21st & 22nd

The 9th and 10 Episodes of

"PEG O' THE RING"

Four Parts

SMUTS' OWN STORY OF HIS CAMPAIGN

Began Operations in East Africa Months Before War Office Thought It Possible

SITUATION THEN CRITICAL

South Africa Determined To Control Disposal of Territories Conquered

Here is General Jan Christiaan Smuts's own story of his remarkable campaign of conquest, now in its final stage, from the northern to the southern borders of the vast wild animal paradise of German East Africa. It was told for the first time by him (outside of the fragmentary bulletins from the front and his confidential reports to the British War Office) at a great meeting of the people of Cape Town who, on February 12, assembled with members of the Government and Parliament and city officials to honor the Commander in Chief on the eve of his departure for London to represent the Union of South Africa in the Imperial Conference about to meet there.

The situation was critical in the extreme when this lawyer-soldier, one of the old Boer leaders, was induced by the Imperial Government and pressure of his colleagues in South Africa to give up his position as Minister of Defense and undertake the task which General Smith-Dorrien, fresh from the battlefields of Flanders, had been compelled by illness to relinquish even as he began it. British East Africa had been invaded, and General Smuts found that he had to contend with an army of 40,000 to 50,000 thoroughly trained native troops stiffened by 3,000 Germans, and possessing powerful artillery, a large number of machine guns, several observation balloons, and a typically efficient commander in the person of General von Lettow-Vorbech, aided by Captain Muller of the destroyed cruiser Konigsberg.

His story contains many details not previously made public. It shows that he liberated British East Africa and carried his operations far into enemy territory months before the time figured by the War Office as the earliest advisable moment in which to start the campaign, and in concluding his narrative the General was very emphatic in making known that the Union of South Africa, having conquered this former great domain of the Kaiser and German South-west Africa as well, would have a determining voice in the matter of the final disposition of these territories on her borders.

Undertook Task with Misgiving

In his narrative General Smuts said:

"The enemy had found lodgment in British territory, and, in fact, when I arrived there the main German army was intrenched in British territory, and they were threatening from that point of vantage, Taveta, the communications of the whole of British East Africa; and, in fact, this report went so far as to say there was no solid reason why the German forces, being as strong as they were, should not achieve a very considerable success, and perhaps cut British East Africa entirely off from the sea.

"We then felt that the situation was very grave indeed, and that every effort should be made by the Union Government to retrieve it. I went there, and when I arrived I found the situation as I have described it. So full of difficulties was it that the War Office at that time had decided not to start offensive operations until much later, after the rainy season in the June following. I went into the situation. The South Africans had all arrived, and I found that if I had to restore our morale and not waste long months in preparations and perhaps lose many men through sickness the proper course was to start in at once, and I asked the War Office for permission not to delay any longer, according to their instructions to General Smith-Dorrien, but to start at once and try to clear the enemy from British territory.

"Well, we started on March 8, and we had fourteen days of very hard fighting and very difficult work, but at the end of that fourteen days—which will ever remain a glorious page in the history of the South African troops—the German army had not only been driven of British territory, but they had lost a very large part of their own country. They had lost the whole of the Kilimanjaro district, and we were in a position to strike a heavy blow before the rainy season was over. How hard the fortnight was appeared from the one simple fact that we had far more heavy casualties than during the whole of the South-west campaign. But the work was done.

"The South Africans on that dark night stormed the heights of Taveta. When, at nightfall, the enemy was still in possession of the heights and had practically driven off the rest of our forces, we sent the South Africans in. They fought there that night and they had heavy casualties, but next morning the South Africans were on the crest of the hills and the enemy was in retreat. And so all through that wonderful fortnight they did their best in soaking rains, through dense forests, and over difficult mountains, with the result we have every reason to be proud of, and for which the British Government was profoundly thankful. We had no tents, in a fortnight the rainy season was coming on, but I thought even yet the time had not come to call a halt.

Terrors of the Rainy Season

"An expedition was launched from Moschi into the interior under General Van Deventer. The enemy army had been driven in one direction toward the coast, and I thought the road to the interior being opened, this was the time to launch a strong firing blow, and for 200 miles that little army under General Van Deventer pierced into the country, suffering terrible hardships and privations. When General Van Deventer was well into the heart of that country a rainy season overtook us such as in its violence could never have been expected. I had made the utmost diligent inquiries as to what was likely to happen during the rainy season, but no information that we could gather prepared us for what actually did take place when the heavens came down in floods, when the rivers filled up, bridges were washed away, large parts of the country became swamps and lakes, and for many weeks the army in the interior was cut off from our base. No doubt during that time there were grave sufferings. Many men went without food, they had very little kit, and it was surprising that they could stand that season, but they did, and we can be proud of the work they have done.

"I feel sure that during the month of April work was done by General Van Deventer's division which, if we had waited until the rainy season was over, might have taken three, four, or even six months to do. When the deluge was over I went down with the main division toward the sea, along the Panagani River, and we crossed country which had seldom seen white faces in it. I do not think that upon the routes we followed many white people had ever been seen since that country was discovered. For hundreds of miles we went through country which had no road or track at all. We cut our way through the bush, we bridged the rivers, and we made passes through the mountains. The men suffered and exerted themselves almost beyond human endurance to make a feat like that possible, trekking not on a picnic, not in a great safari, but in the face of a resolute enemy who contested every inch of the ground.

Training of Native Troops

"So it came about in due course and earlier than we had expected that the whole northern part of the country, with the Central Railway, fell into our hands. I had foreseen that a completely different campaign would begin after that. Shortly after my arrival in East Africa I warned the British Government that it was not a country for white troops to stay in long. You yourselves in your midst have seen the Loyal North Lancashires, who had been in that country from the beginning, and who were a living testimony to the ravages of fever and disease of that awful country, and I warned the British Government that it would be a dangerous policy and impolitic to leave white troops too long in that country, and, with their sanction, I started immediately on my arrival there to train an African army. I foresaw that, once we had the Central Railway in our possession, once we were pressing on to the further swamps to the south, it would be necessary to take the white troops from the country, and to carry on the campaign, as the Germans were carrying it on, with native troops.

Army of 12,000 Natives

"That work went on while fighting was taking place in the field, and there today we have an army which will be able to take the field of more than 12,000 African trained soldiers. They are taking the place of our white South Africans, who are now coming back, and in regard to whom the greatest number are already back. When I reached the Central Railway and saw the ravages of fever among our men, I told the British Government that the time had come to put in force this new policy of which they had been warned. They agreed to it, and the result has been that since the middle of October we have sent back to South Africa from 12,000 to 15,000 South Africans, and evacuated them from that dangerous country. Their places have been taken largely by these new African troops who have been trained.

"It was at this stage, when the work was almost finished, when most of the country had been conquered and occupied—all that was valuable had been occupied—that the call of the British Government came that I should go to London to this War Council. I feel profoundly sorry today, I felt very sorry, as I told General Botha at the time, when we were so near the end, that all this should have been snatched from my hands at the very end. And I decided to do one bit of work more before I actually left that country.

"The enemy had a line on the Rufidji River and its tributaries which, consisting of one vast network of swamps, was a most difficult, fever-stricken, and most dangerous country, and I was afraid, as long as I left the enemy in that country, it might be said that I had not completed my work, and the last week of mine in East Africa was occupied in clearing the enemy out of the Rufidji River and the swamps there. I am happy to say that today the whole German force is in retreat from the Rufidji toward the Portuguese border and, unless the rainy season, which is an awful thing in that country, seriously interferes with operations, it will not be long before that army either capitulates on the border or is driven out of German East Africa.

"The future will perhaps see more of the significance of the work which has been done by the young South Africans there than we of this day and generation. Not only have we in co-operation with other imperial forces there conquered German East Africa, but we have secured far more. Through our efforts and our sacrifices we have secured a voice in the ultimate disposal of this subcontinent. And that is not a small matter. That is no small matter for South Africa. We are the only white community on this whole dark continent. We are the only white State which, in the course of ages, has been founded successfully on this black continent, and surely as a white community, as a great civilising center, we are far more interested in the future of Africa than most other countries. Now we have acquired a voice—a right to speak when the day of disposal over these things comes, and I am glad, ladies and gentlemen, that we have done the work, that we have done it successfully, and that that right nobody in future will be able to take from us.

"Whatever happens to German East Africa—and nobody can say what is going to happen to that enormous country—this at least we know, that our advice will be considered when the time comes to settle these matters. As I say, that is a great point to have achieved by this small community of ours, and when we look to the future of South Africa it is even more important that no arrangement should be made in our immediate neighborhood which might prejudice our future development. What was South Africa like 100 years ago? See where we stand today after a century of progress, and who is there today, even the wisest and most far-seeing among us, who can say what this great southern continent and this great country is going to look like another 100 years hence? However, the future will not be able to blame us and say we have not done our duty and pegged out our claim, and established our right to the future development of this southern continent."

May Command Army in Europe

It is believed in South Africa that General Smuts will command an army of Union troops on the French front. In this connection it may be significant that, in concluding his speculation as to the future of South Africa, he pointed out that, while the fighting in that part of the world was over, the great issue of the world war was still at stake and that the Union still had a great part to play in settling it.

"My boys, the thousands and tens of thousands who went with me to East Africa, you will not keep here, I am sure, when they are restored to health and are fit men," he said. "They will go, and they will do their duty, and I hope their action will be an inspiration to many others who have been kept here by claims on their time and activity, to the end that we, throughout this great South Africa, will continue to play a worthy part."

Twenty-Seven German Ships Seized In New York

George F. Lamb and members of the Neutrality Board organised by Collector of the Port of New York Dudley Field Malone, boarding the interned German ship Koenig Wilhelm to seize the vessel. Twenty-seven German steamships and sailing vessels were seized.

London Rubber Market

Reuter's Service

London, May 17.—Today's rubber prices were as follows:—

Plantation First Latex Crepe:
Spot: 3s. 0½d. Value.
July to December: 3s. 0¾d. Paid.
Tendency of market: Dull.
Previous Quotations, London, May 16:—
Spot: 3s. 1d. Paid.
July to December: 3s. 0½d. Paid.
Tendency of market: Firm.

Singapore Rubber Market

Messrs. R. N. Truman and Co., have received the following cable from Singapore, dated May 16 and 18:—

No. 1 Smoked Sheet—$149 per picul equivalent to 2s. 11⅛d. in London.

No. 1 Crepe—$149 per picul equivalent to 2s. 11⅛d. in London.

Market very weak, little competition. Offered 569 tons, sold 258 tons.

BAR SILVER

Reuter's Service

London, May 17.—Today's silver prices were as follows:—

Bar Silver Spot: 38d. Very quiet.

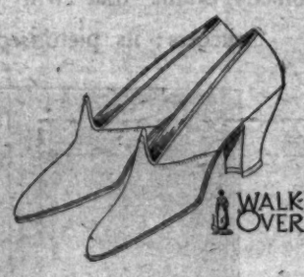
Previous Quotation, London, May 16:—

Bar Silver Spot: 38d. Quiet.

DR. R. W. DONOHOE
THE AMERICAN DENTIST
11A NANKING ROAD
(ENTRANCE OVER DENNISTON & SULLIVAN)

WE SHARE WITH YOU
in the benefits of the present
RATE OF EXCHANGE
It will be to your advantage to see
OUR NEW
Women's Tennis Shoes
Stylish and Comfortable
SQUIRES BINGHAM CO.
"The Store of Quality"
17A NANKING ROAD

SHANGHAI'S SMARTEST SHOE STORE
THE WALK-OVER
To the "Front"
OBEDIENT to the Command of Style and Patriotism, the Walk-Over Department of Design evolves our Styles.



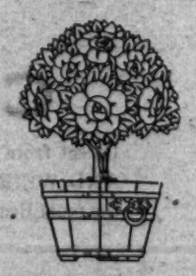
Attractive
white buckskin and canvas pumps and shoes for ladies.

Stylish
and serviceable white buckskin, kid and canvas shoes for gentlemen.

Walk-Over Character
is reflected all through these shoes for field, tramp and street service

Walk - Over
McCallum and Phoenix
Silk Hosiery

SHOE TREES AND FINDINGS



PERFECT SERVICE BY MAIL

WALK-OVER SHOE STORE
17 Nanking Road

Summer Display of Dress Materials

MONDAY, MAY 21ST

Main Aisle — Nanking Road Entrance

WHITE VOILES

THE IDEAL SUMMER GOWN MATERIAL

White Catton Voile. Rich and silky in appearance, drapes to give that classic clinging effect. Fashion's most popular material this season. Width 40 inches.
OUR PRICE **90 cts. 95 cts.** and **$1.00** PER YARD.

Colored Voiles. The same fine rich quality as above in a pretty and useful range of shades all chosen for novelty and effect. Width 40 inches.
OUR PRICE **$1.25** PER YARD.

Mercerised Lawns. The finest range of colors for your choice in this City. The material is remarkably brilliant and at the same time is one of the cheapest values in the market today. Colors in stock Pink, Sky, Helio, Green, Roseda, Rose, Saxe, Black, Navy, Brown, Yellow, etc. Width 45 inches.
OUR PRICE **60 cts.** PER YARD.

Dress Cambrics.

The "Lorraine" Made in a famous French mill, delightfully soft finish, every color absolutely fast. Width 32 inches
Our Price **85 cents** per yard.

"Duro" Cambrics.

The daintiest and smartest of washing materials for skirt wear. Colors are guaranteed fast dye, 31 inches.
Our Price **60 cents** per yard.

The "SPORTS" PIQUE. *"TOOTALS"*

A household word in the world of today, we offer this Pique as an ideal hard wearing, washing dress material for Sports Wear of all kinds, Firm woven cord it makes a perfect sporting Skirt.
White. Width 44 inches,
Our Price **$1.50** per yard. Navy **$1.75**

Hair Cords.

For good honest wear this class of muslin has always had a great reputation. The qualities we stock will he found the same good qualities and we have them in various stripes. Width 27 inches.
Our Price **50, 60 and 80 cents** per yard

Zephyrs.

A great favourite for kiddies' wear, one of our old fashioned materials that always gives satisfaction in wear. We have Mauve, Sky Nil, Pink and Helio. Width 31 inch.
Our Price **35 and 45 cents** per yard

Union Linens

For summer wear we offer these as exceptional values for skirt wear. We have three reliable qualities in stock.

Quality 1. Grey, Net, Helio. Width 40 inches.
Our Price **75 cents** per yard.

Quality 2. White, Grey, Old Rose, Saxe, Blue and Green. Width 40 inches.
Our Price **95 cents** per yard.

Quality 3. An entirely new range of colors, Tango, Saxe, Tan, Grey, Biscuit, D.K. Saxe, Champagne, Lavender, Raeda, a pure linen material. Width 40 inches.
Our Price **$1.45** per yard.

Suncrepe

A charming crepe cotton with silk floral over effect, makes a really pretty summer frock and can be had in these shades. Width 38 inches.
Our Price **$1.25** per yard.

TOBRALCO

The Satisfaction Cotton Material

The wonder materiel for wear, advertised in over 200 Magazines as "The material with the fadeless guarantee." Stocked by us in a large variety of Plain Colors, Stripes and Spots. Width 27 inches.

Plain White **65** Cents per yard. | Plain Colors Stripes & Spots **80** Cents per yard.

tripe Voiles

Black and White—Always Right. We shall have on show a very special delivery of neat attractive stripes for the present season. Width 40 inches.
Our Price **1.00** per yard.

Spot Voiles. Make a perfect little dressy morning blouse, various size spots on a fine quality voile. Width 40 inches.
Our Price **90 cents** per yard.

Stripe Voiles. A small but select range of stripes in Red, Navy and Mauve on White Grounds. These will appeal to many of our lady friends. Width 27 inches
Our Price **90 cents** per yard

Bertra Silks. A new Two Tone stripe silk and cotton mixture material for natty Sports Coats. A really smart effect. Colors Biscuit, Purple, Saxe, Grey. Width 36 inches.
Our Price **$1.75** per yard.

TARANTULLE

The Material for your Underwear.
Probably no material has ever made such a reputation for its richness of quality, service in wear and daintiness in appearance as this Tootal Fabric. For underwear it is the perfect cotton cloth. Can be had in three weights 40 inches wide. Pieces of 12 yards.

Standard **60 cts.** per yard. Fine **90 cts.** per yard.
Superfine **$1.00** per yard.

NOVELTIES

Small deliveries but all just to hand during this two shipments

White Swiss Embroidered Muslins. New dainty designs 27 to 30 inches wide.
Our Price **75 cents.** to **$1.50** per yard

Oatmeal Cloth. The smart white material for Coats Skirts and Dresses. Width inches.
Our Price **85 cents** per yard.

Cotton Crepe. A pretty white Crepe with silk spot that makes it very effective, 40 inch.
Our Price **$1.25** per yard.

For Jumpers. The sailor jumpers are being worn this season. We have a specially fine White Drill in stock, 27 inches wide.
Our Price **50, 60, 65, 70, 75. 80, 85** cents per yard

The U.S.A. Stripe. A novelty 2 inch stripe alpaca for plaited skirts with plain grass shades for coat, Mauve and Tan. Width 32 inches.
Our Price **$1.50** per yard.

Champagne Cashmere. A new delightful Sheeny Cashmere for summer robe wear. Width 42 inches.
Our Price **$2.75** per yard.

NAINSOOKS

The Kind for Nighties. We still stock those well known qualities that made our house famous for white goods. Over twenty five years these numbers have given satisfaction to customers all over the East. Width 36 inches.

Quality	B 304	**35 cents** per yard
—	B 404	**45** " "
—	B 454	**65** " "
—	B 504	**85** " "
—	B 604	**95** " "

DRILLS

For Kiddies play wear frocks in Cream, Pale Blue and Pink. Hard as Nails to wear and wash splendidly. Width 27 ins.
Our Price **80** cents per yard

PIQUES

A new range of fine and medium Rib White Piques for sports use just to hand. The width is 27 inches and
Our Price **65, 75** and **85** cents per yard

Value always
Courtesy always
— The Whiteaway Policy.

WHITEAWAY, LAIDLAW & CO., LTD. SHANGHAI

Something Newer
Something Better than Elsewhere
— The Whiteaway Policy.

The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

BIRTH

SHELDON: On May 18, 1917, at Dr. Fearon's Hospital, to Mr. and Mrs. S. R. Sheldon, a son.

13877 M20.

Alphonse Daudet As A Musical Fanatic

By James Huneker

IT must be nearly a decade since in these columns we praised the charming "Souvenirs Autour d'un Groupe Litteraire" by Madame Alphonse Daudet, born Julia Allard (her pen name was Marguerite Tournay). A new edition revives our interest in the book, with its veracious picture of an artistic household far removed from the lethargy, venom and dullness of so many literary partnerships. Madame Daudet was a writer of delicacy and penetration. She had made her debut as poet in 1865, and her prose style was founded on the best French traditions. One sentence stands out in her recollections of the distinguished group to which she belonged. She tells us that she worked, worried, was happy and suffered, but never did she say: "Life is stupid." Her finely modelled face and sensitive features show us a woman predestined to suffering, and she had plenty of it, yet how bravely she endured life, and how free from the canker of pessimism are her ideas. While Flaubert, Zola, Gautier, Edmond de Goncourt, De Maupassant, even Daudet himself, were groaning over the petty ills of their brilliant careers, Madame Julia Daudet faced facts, disagreeable as they sometimes were, faced the terrible malady of her beloved husband, and could still say with unabated courage: "Life is never stupid." Truly a winged phrase.

I.

But it is not of her Souvenirs that we wish to speak now; her husband's love of music is a more sympathetic theme. How Daudet stepped out of the literary tradition in his love for classic and romantic music may be realised if one calls the roll. With Charles Baudelaire—who discovered Wagner for his countrymen—Daudet is in the minority. Stendhal fed on Cimarosa and Haydn, yet we can hardly set him up as a finger post in the land of musical criticism. For one thing, while Balzac praised Chopin, calling him a soul that expressed itself in music, saying that if he merely drummed on a table his touch was exquisite, Stendhal never gives us the slightest sign in his copious memoirs that Chopin was a contemporary, a pianist as well as a composer. Once in a letter to his sister he asks her if she is still strumming a certain Chopin valse—probably the first, in A flat—thus proving that he entirely missed the significance of the new music of the Polish tone poet.

Chateaubriand, Victor Hugo, Gautier, Alfred de Vigny, De Musset, Flaubert, Dumas fils, Zola, De Goncourt—the brothers abominated music—this mixed company did not woo with warmth the Heavenly Maid. George Sand was not only a lover of the art, but also a discriminating critic. Balzac had absorbed general ideas on the subject, and in the vast territory of his prodigious imagination there was plenty of space for music and musicians; witness "Gambara" and "Massimila Doni." Catulle Mendes was a confirmed Wagnerian, and so was Villiers de l'Isle Adam. Paul Verlaine wrote a subtle and enigmatic sonnet on Parsifal; while the present generation of poets, romancers, painters and sculptors are almost to a unit musically inclined. The change since the days of Daudet is noteworthy. It means another string of sensibility in the French lyre.

How well Daudet understood that elusive quality, the artistic temperament, may be seen in this bit of analysis: "Neither sculptor nor painter represents anything which did not exist before in the world. It is somewhat different in regard to music; music is the lofty manifestation of a harmony, the models for which exist in nature. Nevertheless, the writer, the painter, the poet, the sculptor and the musician, whenever their work bears them honestly along, believe honestly that they are adding to the world something which did not exist before their time. Sublime illusion!" Sublime, indeed, and necessary, for without it no new work of art would be accomplished. It was Alphonse Daudet, the little David of the South, with "the head of an Arabian Christ," who wrote that "the entire work of Balzac pulsates with a fever of discovery and impromptu," a dictum that might be applied to his own case. He loved Balzac, loved Beethoven, loved and knew Richard Wagner. Style for him was a question of intensity, and what is Wagner if not intense? But his perception of Beethoven's superiority was not blurred by his intimacy at Bayreuth ("Daudet pleases me much," said Wagner, who was not given to generous expansion in praise).

The French novelist told his son Leon—who had asserted that the emotions aroused by a Beethoven symphony include a deeper and rarer quality than those evoked by The Ring—"It were better to say that the masterpiece by Beethoven, being more concentrated, more closely woven, makes a total impression upon you in a much shorter time than does the music drama with its necessary stops and changes of scenery and delays for explanation."

II.

And Daudet was no mean critic. He could recognise the unchanging "Moi" of Hugo, and the seemingly miraculous gift of transforming himself into any character that gave to Balzac the power of multitudinous creation. He could speak of Georges Rodenbach, author of "Bruges the Dead," as "the most exquisite and refined of poets and prose writers, moist and dripping with his Flemish fogs, a writer whose sentences have the tender effect of belfries pencilled against the sky and the soft golden hue of reliquaries and stained glass windows." Nietzsche was "that admirable writer with a surprising power of destruction;" while in Ibsen's "Wild Duck" he found "the india rubber laugh, the laugh of Voltaire congealed by Pomeranian sleet." (He should have written "Scandinavian," not "Pomeranian.") The reading of Dostoievsky's "Crime and Punishment" was "a crisis of his mind"—Dostoievsky himself is a crisis in art; and for Tolstoy he always entertained a warm admiration. After Turgenev died some alleged souvenirs of his were published and caused Daudet much unhappiness, for he had loved the man and always extolled the artist. Halperine-Kaminsky has since cleared the mystery, proving that Turgenev had not written the offensive paragraphs, and that Sacher-Masoch (the chaste, odoriferous Slavic novelist, whose name now adorns the works of psychiatrists thinly disguised under the term "Masochism") had. The paragraphs were not of serious importance, consisting as they did of a few frank criticisms on the realistic group to which Daudet belonged. Turgenev is reported to have said that much of the work of De Goncourt, Zola and Daudet smelled of the lamp. Not a malevolent criticism, nor an untruthful. Yet it caused Daudet pain, as he prided himself on the spontaneity of his style, on his freedom from the abuse of the file. Possibly Turgenev—and this is pure conjecture—knew of Daudet's opinions touching upon what he called "Russian pity, which limited to criminals and low women." He furthermore declared to to be a "sentimental monstrosity," and for that reason deprecated the "rousing fanaticism and actual hallucinations of the Russian Dickens, Dostoievsky."

III.

Leon Daudet in his admirable memoirs tells us much of his father's passion for music. "His ear," says this pious biographer," "had a delicacy and correctness most exquisite. Thence came his passion for music, which was made an aid to his labors. He sits at the table in his working room. My mother is at the piano in the next room, and the music of Beethoven, Mozart, Schumann, Schubert follows, and alternately excites or calms the imagination of the writer. 'Music is another planet.' 'I adore all music, the commonest as well the loftiest.' But no man could analyse and better understand the masters of harmony; no mon lauded the genius of Wagner in more splendid terms or more brilliant imagery." Which sentiments are filial, though slightly exaggerated. Daudet often came home with wet eyes after a concert, and we are told that when he hummed the tunes of his beloved Provence his voice was pure and musical. His intimate friends were Bizet, Massenet and the pianist Raoul Pugno. In later years Raynaldo Hahn, "le petit Hahn," the song composer, frequently visited him.

(Continued on Page 11)

The Two Germanys ◎ By Paul W. Brown

(*From The Outlook*)

THE European war has set many a problem for American thought, but none at once so insistent and so baffling as the co-existence in one people at one time of the qualities and defects which present themselves in Germany.

Let us look at the two Germanys. The one is the Germany of efficiency, of enterprise, of the life of the spirit, of good will among men and joy to little children. Without invoking the existence of any other Germany, the problems and marvels of this one are sufficiently bewildering. Here is a people pre-eminent alike in the reclamation of waste lands and in speculative philosophy. The Germans write the best-organized symphonies and produce the best-organised steamship companies. We turn to them for fairy tales for children and for works on bacteriology for physicians. They stand first in the collection of the hymns of the ancient Aryans, and in the collection of city rubbish as well. They teach us how to organise hospitals and nourish foreign trade, to plan cities and organise rural credit banks, to make toys and social surveys. We in America, with our young civilisation and unsymmetrical development, have been specially dazzled in contemplating Germany. Our achivements have had the exuberance and one-sidedness of the exploits of youth; they have been a series of brilliant *tours de force*—"stunts," in the vernacular. We have worked prodigiously and shirked prodigiously; we have been economical, and at the same time wasteful of a National patrimony of unexampled richness, while Germany's progress has had "the steady persistence of a screw" and the symmetry of an athlete's torso.

The other Germany sees in sacred agreements "mere scraps of paper." This Germany sank the Lusitania in violation of the laws of humanity and the treaties governing the security of ships at sea, burned the Library at Louvain, destroyed the Cathedral at Rheims, executed Edith Cavell, and sends Zeppelins to assassinate grandmothers by the chimney-corner, invalids in bed, and little children on the way to school. This Germany brings forward men eminent in all walks of life, even to the pastor with gown and bands, the professor besid his desk, and the statesman before the Reichstag—not to excuse these things, but to avow and defend them.

As a result, we have developed two groups of commentators upon Germany and things German. There are those to whom German virtues and services to mankind are non-existent. In view of outrages and wrongs, all Germany's achievements are merely demonic shows of cunning to entrap victims and delude a world for whom the real Germany lies in wait, and every great German leader is "that *monstrum horrendum*, an unprincipled man of genius." Another and much smaller group idealizes everything, sees all that Germany does as right because she does it, and frankly recognizes two moral codes—one for ordinary relations of life, and the other for certain peoples in diplomacy and war. A third group of people frankly gives up the entire problem; there is no answer, so why think about it at all? Why try to reconcile von Tirpitz and Papa Jahn, Schleiermacher and Bismarck, Virchow and Bernhardi? How can the same people be at once the chief minister of mercy to the diseased, of vigor to the well, of comfort to dwellers in cities, of prosperity to the tiller of the soil, of efficiency to the organisation of business, of intellectual pleasure to the philosopher, of emotional exaltation to the lover of great music; and of duplicity in the field of diplomacy, even to the extent of bringing on war by forgery, of lawlessness in international agreement, of cruelty and barbarity in war?

The answer lies in the history of that Kingdom whose peculiar genius gave birth to the German Empire—Prussia. It affords at once the most conspicuous and most tragic instance in modern history of the price which a people may be called upon to pay for a great constructive social idea when, instead of growing by slow development in the popular mind and being forged into workable form by experiment and criticism, it is born full size in the mind of a genius who chances to have power to put it into practice without consulting anybody but himself.

More than two hundred years ago the supreme genius which Prussia has thus far produced, born—of all places in the world—in the King's palace, came to the throne as Frederick William, the second King of Prussia. He was not only one of the few great administrators who have headed nations, he was one of the great constructive economists of all time. If he had been a teacher or a minister of state under any monarch of his own generation or the one preceding, his revolutionary ideas in the economic field would have produced relatively little immediate effect in the realm of human practice, but would have had a slow yet sure influence in modifying thought, and would finally have borne fruit in the field of action. But he happened to be born to the headship of an absolute monarchy erected over a peculiarly receptive and docile people. Now the scholar's ideas reap a maximum of discussion and a minimum of practice; the King's ideas are acted on rather than discussed. This King embodied all his governmental ideas at once in practice, without stooping to discuss them with anybody.

Frederick William had the conventional political and military philosophy of the century—the seventeenth—which ended a few years before he became King. But his economic philosophy was a full two hundred years ahead of his time. Being a born administrator and an absolute monarch, he turned all his ideas—new and old—at once into policies. The economic policies resulting began at once to bear fruit, and fruit of a kind which not only enriched and strengthened his country, but headed off in Prussia the kind of democratic intellectual movement which in France and in the English colonies was the most significant thing brought forth by the eighteenth century, giving rise to our Government and to the French Revolution. Prussia was saved from a political revolution at the end of the eighteenth century because she had had a bloodless one-man-power economic revolution at the beginning of it. Prussia was growing richer, more powerful, more homogeneous, during those pregnant years in which France was growing poorer, weaker, more faction-torn, and the American colonies were passionately questioning kindly assumptions. As a result—to anticipate in a word the end of the discussion—Prussia, so far ahead of the rest of the world in her practical economic philosophy, has brought down into the twentieth century, has imposed on Germany, and has sought to impose on the world, a government and a philosophy of government in which the most enlightened conceptions of economic welfare and efficiency are mingled with ideas of international relations and the ethics of war which were standards in times when prisoners were examined by torture, captured cities turned over to armies for loot and pillage, and truthfulness reckoned by statesmen as much a private virtue as meekness.

Frederick William's economic philosophy shaped itself in his active mind in the days when all the ambitions of princes centered upon the kind of national greatness which vindicates and extends itself by war. The greatest genius cannot escape from the limitations of his own age; so Frederick William's wonderful understanding of the economic basis of national greatness took shape as a military policy sustained by economic foundations. It may be stated thus: That wars are won, not by armies, but by nations; that soldiers are only weapons with which people fight; that a military preparedness supported by universal industry and thrift and by the most rigid economy in administration lies at the base of all military effectiveness.

How far beyond his time this Hohenzollern King was may be judged by the fact that the economic principles which he began to act upon on the day the breath left the body of his father have only within the past year been embodied in the defensive legislation of the United States.

Here was Frederick William's problem: He was King of a poor country, with much thin and sandy soil, backward in manufacture and trade, compassed by powerful enemies, and wholly without physical frontiers susceptible of easy defense. The greatest country on the European Continent was France—fertile, rich, prosperous, a leader in the industrial arts, maintaining a Court which was a center of luxury and splendor. What hope was there for Prussia between the might of France and the pride of Austria?

Frederick William had his answer ready. France was rich and prosperous, but luxurious and idle. Her kings were wasters, her Court a center of extravagance and profligacy. Expenditures for the public good which were but reasonable were so augmented by graft and corruption that the resulting burden on the peasant bowed his shoulders. A paralysis of the effectiveness of government resulting from the condoning of graft and the multiplying of useless offices threatened the perpetuity of the nation. The French kings had forgotten the common people; in process of time the common people would forget them. The hope of the future was in a land, poor in soil it might be, and backward in the arts, whose King should be a father to his people and not an extravagant pensioner upon them, whose government should be managed as economically as any household in the land, whose officials should be for use and not for show, whose first concern should be the goodness of harvests, the drainage of swamps, the reclamation of waste lands, the planting of thrifty colonists where their example should instruct the backward and the ignorant. That army would be irresistible whose soldiers and officers should know no preferment except through merit, whose regiments should be defenders of the homes and homemakers of the nation.

This wonderful man cut off the lackeys and pages of the Court before his father had been dead half an hour; he kept three pages at ten thalers a month, without board, and thirty horsemen instead of a thousand. He sold jewels to support new regiments and pay debts. He paid excise duties on his own goods, like the humblest subject; he was busy at five o'clock in the morning over accounts, for he believed that "rulers are put there for the purpose of working." He originated the budget system; there was to be no expenditure without a previous estimate. He docked an official six months' salary for absence of a day from work. He originated a central system of control over official activities, accounts, and expenditures which revolutionised the administration of the Kingdom. He was busy with questions of marketing, of industrial efficiency, of the securing of desirable immigrants from foreign countries, of public works. And as the country grew in economic power and in stored wealth he delighted to lavish his increasing revenues on larger and larger schemes for military development, whose every detail—except in the single instance of his costly corps of giants—was carried out with exemplary economy.

The dearest thing to Frederick William's heart was his army. His watchword might have been: "Thrift and Industry everywhere, from King's palace to peasant's cot, in order to achieve irresistible military power."

The King reigned twenty-seven years, and his work of reorganising the business and industry of the Kingdom began on the first day of his reign and went on to the last. These were, in the main, years of peace. Frederick William's son, Frederick the Great, came to the throne with all his father's ability and a deep devotion to his father's economic military policies. He ripened the harvest of the seed his father sowed, and he reigned for forty-six years. It was he who advanced Frederick William's great idea from theory to absolute demonstration. He proved, in campaigns whose successes have dazzled the imagination of mankind for a century and a half, that wars are won by nations and that armies are but instruments; and that a poor nation, thrifty, industrious, and well administered, can conquer peoples richer and more fortunate, but weakened in fighting power by waste in government and luxury in public and private life.

During this century, in France and in the English colonies especially the mind of mankind began fiercely to question the right of kings to oppress peoples. This was no mere intellectual movement; in fact, men do not think unless they have to. But burdened men and wronged men, seeking liberty and freedom, naturally look everywhere for help. Among other possible sources they turn to theories of government and of popular right. Among the fruits of this process were the American Revolution of 1776, the theories and discussions of the French statesmen and scholars known as the "men of 1789," and the French Revolution.

All this did not touch Prussia. Why? Because it was simply a movement induced by the failure of government to achieve general welfare, and in this Prussia's Government had not failed. In the pragmatic sense, absolutism "worked" in Prussia. No wonder the French peasantry were dissatisfied; they struggled against deepening poverty, caused by increasing burden of taxation to support a wasteful Government. What was that to the Prussian tillers of the soil, whose Government set an example in thrift and frugality to the most careful farmer in the land? Every month that passed bore overpowering testimony to the wisdom of the Prussian kings and of their policy of governmental frugality and efficiency; every month witnessed the folly of rulers whose people grew seditious because they were hungry and despised their rulers simply because they were despicable.

We know that Prussia was politically the victim of a happy accident. We know that her wonderful growth and development between 1713 and 1786 did not prove that absolutism was a good thing; it simply proved that for once in human history two geniuses in economic administration happened successively to occupy a throne in a critical hour in the development of a people. But the Prussians could not be expected to understand this. They felt that their increasing prosperity and contentment during the very three-quarters of a century which increased poverty and discontent in France were the result partly of the superiority of their governmental methods and partly of the superiority of sensible Germans to flighty Frenchmen—just as you and I should have felt in their place.

When French political ideas finally touched Prussia, they did not come as suggestions to the Prussian mind, they came as peril to the Prussian state. They came, finally, incarnate in Napoleon. How impossible it was that the Prussians should see in him anything which represented progress, which stood for an advance beyond their own position! Part of what we may call Napoleonism was familiar to them. The Corsican codified the laws, as Frederick William had done. He stood for the construction of great public works and for the selection of officials for effectiveness, and these had been watchwords of Prussian administration for one hundred years. They might have been stolen from Frederick William. The constructive side of Napoleonism Prussia had long been familiar with; its destructive side Prussia attributed to impious and pernicious ideas of liberty and equality—diseases of the mind induced by the revolt of an unhappy people against a government which had forgotten the first lessons of efficiency and a line of kings which had forgotten that *noblesse oblige*.

The French people were not democratic in their theories of government in the beginning of the nineteenth century because of their reasoning powers or their intellectual experience; they were democratic because absolutism in France had broken down—starved the people and ruined the country—and, kingly right and kingly power having failed them, popular right and popular power were all they had left. The Prussians were not reverent and submissive monarchists because of any peculiarity of the Prussian mind; they were so because absolutism in Germany had turned a poor country into a prosperous one, and a weak nation into a great military power. You only reason about a machine when it breaks down. At the beginning of the nineteenth century Prussia had an economic-military system which, almost one hundred years old, was still more than one hundred years ahead of the systems of England and France. She had produced the supreme military genius of the country before Napoleon. She had had experience of democracy as a force generated by national waste, injustice, and want, which, once produced, violated her every cherished conception of international right and aspired to tear down the structures of nations and put its heel on the neck of the world. She saw in Napoleon's most lauded constructive policies nothing that Frederick William had not known and practiced. In accounting for Germany's present-day attitude toward democracy we must never forget that, at the close of three-quarters of a century of nurture under two kings who stand among the supreme ruling geniuses of the world, Prussia was called upon to help capture and cage up Napoleon—who to her was the product of democracy and popular rule—as a farmer might be called upon to help capture a predatory wolf.

How can a nation doubt its own history? Prussia had been blessed by autocracy and cursed by democracy. We know that there are strange chances in national life as well as individual life, and that Prussian history during this period went directly counter to the general experience of mankind. But Prussia was made by her own experience, and not by general averages of the history of nations.

The time when Prussia ought to have been slowly infiltrated by de-

(Continued on Page 12)

WINDOW GLASS

BELGIUM QUALITY 4TH

Sizes:

10" x 8" 15 oz. — 11" x 9" 15 oz.

THE EASTERN TRADING CO.

13 Kiukiang Road, Shanghai: Phone 841

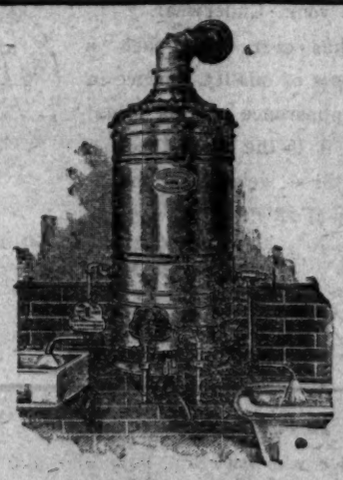
ROBINSON'S THE PIANO HOUSE

THOS. COOK AND SON

STEAMSHIP AND RAILWAY TICKETS.

2 and 3 Foochow Road, Shanghai

Telephone 2203 and 2218



GEYSERS

Where you have no hot water connection in the bathroom, have a Geyser installed.

Hot water flows instantly.

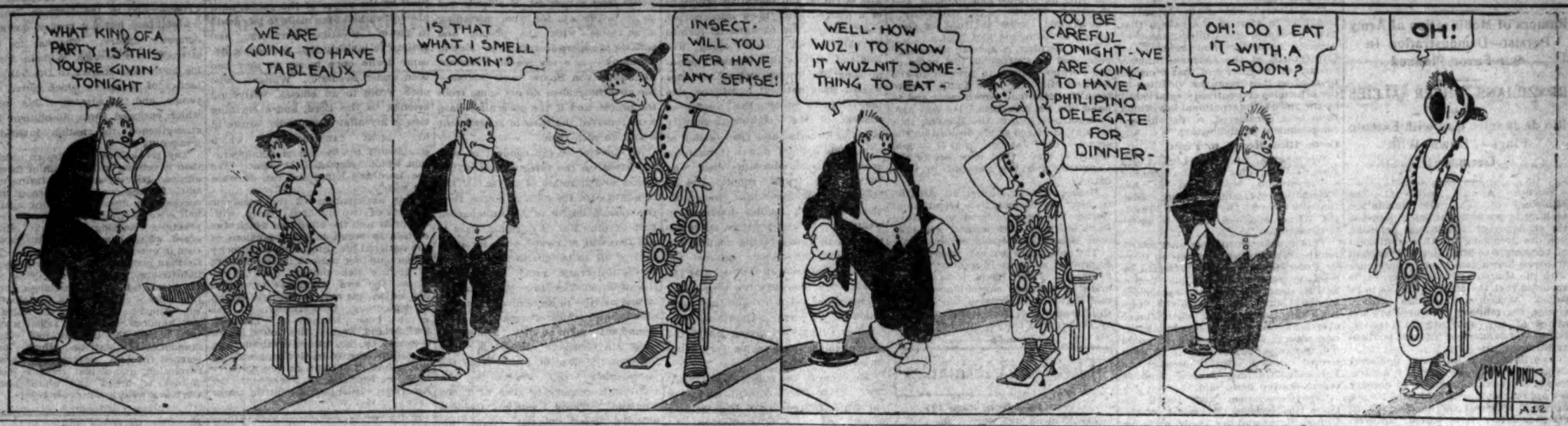
HIRE, $2.00 per month

Easy to work and cheap to operate

SHANGHAI GAS CO., LTD.

Showrooms, 29 Nanking Road.

Bringing Up Father — By George McManus


WHAT KIND OF A PARTY IS THIS YOU'RE GIVIN' TONIGHT
WE ARE GOING TO HAVE TABLEAUX
IS THAT WHAT I SMELL COOKIN'?
INSECT- WILL YOU EVER HAVE ANY SENSE!
WELL- HOW WUZ I TO KNOW IT WUZNIT SOMETHING TO EAT-
YOU BE CAREFUL TONIGHT- WE ARE GOING TO HAVE A PHILIPINO DELEGATE FOR DINNER-
OH! DO I EAT IT WITH A SPOON?
OH!
GMCMANUS
A12

Love, Home and Table Topics By Clever Writers — # Daily Home Magazine Page — *A Good Page to Read in the Leisure Hour*

Idea of the Submarine Is at Least Three Hundred Years Old

By Garrett P. Serviss

When history is making itself as swiftly as today, past conditions retreat like the shrinking track of a railroad seen from the rear platform of an express train. A few rushing years stretch rapidly into the perspective of an ordinary century. Take, for instance, the story of the submarine. Who can realise the actual nearness of its beginning? Germany did not begin to build these terrors of the sea until 1906 when U-1 was launched. Now they swarm like flies, bred in the fetid atmosphere of war, and their novelty is swallowed up in their progress.

Biology itself could not furnish a better example of the necessity of a proper environment for the development of new forms, or of the quickness with which such forms may multiply when all the needed conditions are present. The idea of the submarine is by no means new. To say nothing of Jonah's unsought adventure, it is at least 300 years old.

A Dutch scientist, Cornelius Van Drebbel, who amazed King James I. of England with many exhibitions of natural magic, made a submarine boat, covered with a skin of greased leather, in 1620, and King James took a ride in it. In 1776 a Connecticut Yankee, David Bushnell, made another submarine boat intended to blow up the British warships in New York Harbor. His boat was of wood, in the form of a turtle, moved by hand-power through projecting screw-shaped propellers. He had attached to it a box containing 150 pounds of powder, to be exploded by a time-machine, after being fastened to the bottom of a vessel by a screw worked from inside the boat. When the box was securely fastened, and the time device set going, the boat could cut loose and get away.

The Turtle, as the boat was called, undertook to blow up the British frigate Eagle, anchored off Staten Island. Unfortunately, Bushnell was not physically strong enough to manage the craft himself, and General Putnam selected a soldier named Ezra Lee to take his place. Lee started out on a dark night in the Turtle, got under the Eagle and tried to attach the explosive box, but he neglected to detach the ballast, the removal of which would have held the Turtle firmly against the ship's bottom, and, in consequence, he could not force the screw into the planking. He cut loose and got safely away, and some time later the box exploded, to the terror of the British; but, luckily for them, it had floated off with the tide, and the explosion occurred at a considerable distance from the ship.

Bushnell's device contained all the essential elements of a submarine. It inclosed sufficient air to furnish, without renewal, good breathing for half an hour; it had a compass, a pressure-gauge, water ballast, impervious valves and tubes for discharging foul air and taking in fresh. But mechanical science was not sufficiently developed to take advantage of this Yankee invention; and even during our Civil War, although some slight attempts were made, the submarine idea remained awaiting its time.

From 1863 onward various nations began to experiment, but it is only within the last three years that the submarine has found all the conditions ripe to make it one of the most fearful of war machines. The internal combustion engine for driving the boat when awash, or afloat, and electric induction motors, supplied with power from accumulators, for driving it when submerged, are among the chief keys to present success.

But inventors are continually searching for a motive power which can be used indifferently for both purposes. Compressed air, sufficient to provide for the respiration of a crew of many men, during a period of two or three days, if necessary, can now be provided, and submarines are made stout enough to go to depths of 150 or 200 feet without any danger of having their walls crushed in by the water pressure. The ordinary working depth is said by Mr. Allen Hoar never to exceed about fifty feet. At that depth the pressure is over a ton-and-a half per square foot. At 200 feet it would be at least six tons.

There was a report the other day that one of the recent methods of combatting submarines is to watch them so closely that they cannot come to the surface to renew their supplies of air and to re-charge their batteries. Undoubtedly if a submarine could be prevented from emerging at all for several days the results would be disastrous, for even the best of the German vessels have not approached anywhere near the ideal of Jules Verne's dream of a boat that could remain for an indefinite length of time entirely submerged.

But they can remain under water for many hours, and if they can but get the periscope and conning tower out for a while, they can at least renew the air supply. Still, according to all accounts, the hardships of under-water navigation are extreme, and very exhausting to the nerves. The air is oppressive, and so damp, owing to "sweating," that the interior has to be lined with cork, or other absorbing substances. An overpowering tendency to sleep seizes upon the men, and the confinement and constant anxiety are terribly wearing.

One great boon for the submarine is the gyroscopic compass. This enables the steersman to set his course and to pursue it for a long period without correction by surface observation. The ordinary magnetic compass cannot be used because of the disturbances to which it is subjected from the metal of the vessel and the electric machinery. A great disadvantage is the gloom prevailing under the sea surface. The submarine must feel its way about as best it can, guided by indications gathered from above. But if it can keep its periscope out of water, to a height of three feet, it can command a view around it to a distance of more than two miles. Of a neutral color and only three or four inches in diameter, a periscope projecting out of a gray sea is a difficult thing to sight at such a distance.

Hirsbrunner & Co.

1 NANKING ROAD.

Agents for

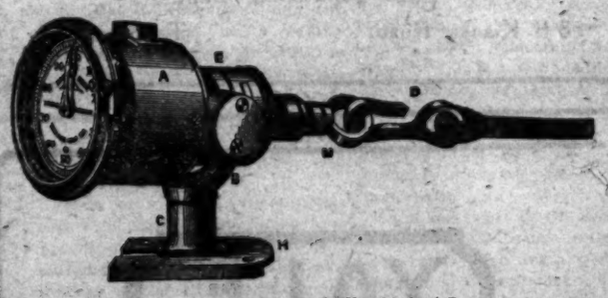
ADMIRALTY CHARTS

Prismatic binoculars

Negretti and Zambra Telescopes

Marine Chronometers, Deck watches, Lever Engine Room clocks, Lever Saloon Clocks, Lever Chart Room Clocks

Barometers, Thermometers, Hygrometers, Negretti and Zambra's Sextants



Walker's 'Cherub" Ship Logs

Taffrail Bliss Logs

Lord Kelvin's Standard Compasses

Everything pertaining to navigation. Send for Catalogue

Alphonse Daudet As A Musical Fanatic

(Continued from Page 10)

He also loved Hungarian gypsy music. We recall his fondness for the pastoral pipe, and for that thrice unhappy Valmabour, urged in the pursuit of a hopelessly fantastic love by an avaricious sister. We have wondered who sat for the portrait of De Potter in "Sapho;" possibly it was a composite of Gounod, Bizet, Massenet, though this figure of the love stricken composer seems to fit Gounod better than the others; Gounod at the epoch of his historical affair with Georgiana Weldon.

Daudet wisely refused to discuss certain sides of Wagner: "Let his methods remain in the dark like his orchestra." But he recognised the pantheism of the composer. He tells his son: "Your generation is accustomed to these splendors, to this torrent of heroism and life, but you cannot present to your fancy the impression which that music exercised on men of my age. . . . There is everthing in Wagner. . . . Turning his face toward Gayety, he wrote the 'Meistersinger;' turning to Pain, Love, Death, he wrote 'Tristan and Isolde.' He made use of the entire human pianoforte and the entire superhuman keyboard. Cries, tears, the distortion of despair, the trickling of water over rocks, the sough of wind in the trees, frightful remorse, the song of the shepherd and the trumpets of war—his tremendous imagination is always at a white heat, and ever ready."

IV.

Time in its flight has not spared the vogue of Daudet. Not only is he out of the mode, but we doubt if his work is familiar to the present generation, with the exception of "Sapho," which in its garbled dramatic form is a libel on the novel. And the novel itself is not characteristic Daudet. The more solid and less spiritual Zola endures the indifference of readers. "L'Assommoir," "Germinal" and "La Debacle" will never altogether fade from the map of French fiction. Daudet, impressionistic, romantic, sensitive, has not gracefully aged. Like his own physical beauty, his books were doomed soon to disappear. Written without much effort and with the effervescence of a man from the south, they were eagerly read by a greedy public and carelessly dropped. There is too heavy a leaning on Dickens and too much improvisation.

Daudet was not of the giant race of fiction: the race of Balzac, Flaubert, Thackeray, Dickens, Hardy, Tolstoy, Turgenev, Dostoievsky. His swift prose, butterfly fancy and delicate though slightly malicious humor are revealed at their best in "Letters From My Mill," "Tartarin of Tarascon" and "Numa Roumestan." When he grasped the laurels of the realist he strayed from his ordered domain. Too artistic to fail, nevertheless his later efforts betray the struggle. There is a note of rancor in them, partially, no doubt, the result of his wasting malady. He had a petulant temper, and neither forgave nor forgot the slightest neglect or injury, real or fancied. His amour proper was easily outraged. His books bristle with personalities. He spitted his enemies—and at times friends. His "romans a clef" are principally worth reading nowadays because of the slanderous gossip they contain. As art they are mediocre.

He never recaptured the meridional rapture of "Letters From My Mill" or the delicious humor of "Tartarin of Tarascon." "Sapho," however, shows excellent workmanship. But why should its author have competed with "Madame Bovary," "Germinie Lacerteux" or "Nana"? He was temperamentally a poet, and as Zola happily puts it: "Daudet's mind gallops in the midst of the real and now and again makes sudden leaps into the realm of fancy, for nature put him in that borderland where poetry ends and reality begins." On this clear critical note let us leave the ever delightful writer, the once charming man. "Oh, Daudet, c'est de la bouillabaisse!" cries George Moore in his "Confessions of a Young Man." True, but is not la bouillabaisse a fascinating dish when a master chef has prepared it?

Little Bobbie's Pa

By William F. Kirk

I have had the pleshur of reading a truly grate artikel, sed Pa to Ma last nite. It says in this artikel that the trubbel with the human race is that we do not help one another enuff. The reeson I like that artikel so much, Pa sed, is beekaus it says jest what I have always sed. Man is selfish, woman is selfish, & eeven the littel child is selfish, Pa sed. How offen do you see a littel child grabbing a toy away from another child & saying: That is my wagon & you cant play with it.

That is vary true, sed Ma, & how knows the man that rote the great artikel think that he is going to change human nater?

He admits that he can't change it, sed Pa, but he says that if everybody wud help a littel it wud change itself. We shud all be moar unselfish, Pa sed. Take me, for instens, sed Pa, thare isent a selfish hair in my hed. I nevver resi-tat to divide with my fambly & friends, Pa sed. If I was thselfisher than I am, Pa sed, we wud be broak.

Yes, sed Ma, you are a dear boy that way, sure enuff. It kind of talks the curse off sum of yure other habits, Ma sed, yure habit of whacking up.

Jest then one of Ma's nabors caim in & sed to Ma I wud like to borrow a pound of sugar & a half pound of ten & sum coffee & eggs & cream till tomorrow or next week, she sed.

Certingly, sed Ma. I will git it for you.

& sum starch & sum knifes & forks, she sed to Ma, we are going to have cumpany today & thay are kind of stuck up.

We are kind of stuck up, too, sed Pa after the nabor had went out. She stuck us up for everything except the sidebord, Pa sed. How sweet it is to live in a naborly understanding with our nabors, Pa sed.

Well, sed Ma, that is the kind of tl ink you were jest telling about reading in yure wonderful book. Human charity dosent ring so sweet, Ma sed, wen you talk it hoam & try it on the piano.

I cud have jest as well let her husband borrow my dress sute & a extra shirt, sed Pa. If she is going to be our steddy nabor I am going to brake our leese.

It seems funny to heer a generus soul like you go on in that strane, sed Ma. She was lafing at Pa.

I am a generus soul, & you know it, sed Pa, but I have a lot of personal frends in the borrowing bizness & I like to talk calr of them first. Thay helped me wen I had the borrowing feever, several yeers ago, sed Pa.

So thay did, sed Ma, & if you say so I will turn this lady down cold the next time she calls for a littel crut and a littel china.

I guess you will have to, sed Pa, it mite set a bad exampel to Bobbie. He will watch this woman work & then he will go out & be borrowing marbels & fishlines from the other boys. Gee, sed Pa, but dident she talk yure breth away?

Then Pa got up and locked the door and put the key in his pocket and beegan to reed his book about Human Kindness.

This is the Victrola IX, $50

Why children need the Victrola

It's a playmate to them. Keeps them out of mischief. Plays for them to dance or romp—or sings and tells them stories.

But it gives something greater than amusement. A Victrola in the home helps shape the spiritual and mental growth of children, helps form their characters and tastes, helps educate them. And it's a great help to every mother!

Is there a Victrola in *your* home? You may think you can't afford one, but we'll show you that you can. You'll say you never heard of more generous terms than ours. Victrolas $15 to $400. Come in today and hear *yours*.

VICTOR AGENTS

S. MOUTRIE & CO., LTD.

3, NANKING ROAD

Talks to Mothers

No 3

No universal rule can be given with regard to a tificial feeding which will apply to all infants. Each baby's individual needs must be carefully studied Ordinarily, baby himself is the best judge of the quantity of food he needs, provided the size of the nipple opening of his bottle is correct.

BORDEN'S EAGLE BRAND CONDENSED MILK

is the best substitute for mother's milk. It is the safest, cleanest, cheapest, most easily kept, as well as the most readily digested of all prepared "Baby Foods."

Connell Bros. Company

Agents for China.

THE WAR has **not** interfered with our shipments of

VARNISHES, PAINTS, DISTEMPER, etc.

We hold **LARGER** STOCKS than at any time during the past seven years.

PRICES REDUCED, in many cases to below **PRE-WAR RATES,** owing to high Exchange and greatly increased business.

STOCK LIST may be obtained from:

WILKINSON, HEYWOOD & CLARK, LTD. (LONDON)

SHANGHAI

Manufacturers since **1747.**

ARGENTINA MAY CALL OUT HER CONSCRIPTS

Rumors of Mobilisation of Army Persist—Demonstration In Our Favor Planned

BRAZILIANS CHEER ALLIES

Rio de Janeiro Gay with Entente Flags—"Down With Germany!"

Buenos Aires, April 11.—The Ministers of War and Marine are making active preparations to increase the efficiency of Argentina defenses, and are preparing to call a contingent of conscripts to the colors. President Irigoyen had a two hours' conference with the Minister of War today. It is reported that the class of 1895 is to be called. According to certain political circles the military measures are not aimed at any international question, but at the dangers of internal political agitation.

The newspaper La Razon publishes assurances that the military departments are working actively to prepare for approaching mobilisation of 100,000 men and reserves, and another 100,000 reserves later. It is stated, however, in official circles that these reports are unfounded and that the Minister of War has decided that there shall be no mobilisation.

The Government will make no official pronouncement of Argentina's neutrality in the war between the United States and Germany, as it considers its note of yesterday sufficient. This note embodied a declaration that Argentina supported the position of the United States with reference to Germany.

The press, as a rule, approves the decision of the Government in supporting the action of the United States towards Germany although remaining neutral. Many of the newspapers say that Cuba has set a good example for Latin-American Republics.

The Mexican Minister made vain efforts yesterday to obtain an interview with the Argentine Foreign Minister.

Preparations are being made by a number of former Cabinet members and other prominent citizens for a great popular demonstration in favor of the United States.

Carlos Becu, former Minister of Foreign Affairs, discussing the situation of Argentina with respect to the war, said: "Our absolute neutrality would be dangerous and difficult. We owe it to ourselves to prepare for the possible eventuality of war."

Jose Luis Murature, also a former Foreign Minister, and Senhor Ruiz Moreno, Professor of International Law in the University of La Plata, have approved the attitude of the Government.

The Nacion expresses the hope that the Government's attitude will dispel the unfavorable impression caused by the brusqueness of the previous note to President Wilson in reply to the American communication sent at the time of the German declaration of unrestricted warfare. This newspaper says public opinion in this country is completely in accord with the United States in its defense of the principles of humanity and justice. It extends congratulations to Brazil on her energetic attitude, saying the people of Argentina are entirely in harmony with Brazil.

National Leaders Interviewed

La Razon publishes a series of interviews with national leaders on the question of neutrality. Luis Marie Drago, former Minister of Foreign Affairs, urges that Argentina join the Allies against Germany. Senor Drago says:

"As I advised our Government, we should have followed the United States when it broke relations with Germany. Such action was justified by the German notification that it prohibited all ships from crossing a war zone, arbitrarily established on a free sea against all conception of international law. The situation is aggravated today. The war between Germany and America is a struggle of democracy against absolutism, and no American nation can remain neutral without denying its past and compromising its future.

"How can Argentina break the bonds of solidarity with its Latin brothers and abandon its traditional policy to remain in an isolation which nothing would justify? We ought, then, to prepare to range ourselves, as soon as possible, with those who are opposing the oppression of an absolute Government. We should constitute the material and moral union of this continent for the defense of law and democratic principles in international relations."

Estaniasio Zeballos, also a former Minister of Foreign Affairs, believes that Argentina should maintain neutrality and thinks that a loyal adherence to this policy during the war would assure it the respect of the world. He advises the expropriation of all cereals in Argentina, so as to ascertain the exact amount available for export. This amount, he thinks, should be divided prorata between Brazil, Chile, Uruguay, and Europe.

Edouard Bidau, Doyen of the Faculty of Law, thinks that Argentina is not yet obliged to modify its position as a neutral power, but that the resolution of Brazil to sever relations with Germany renders it more difficult to maintain neutrality. Senor Bidau approves the decision of the United States and praises the address of President Wilson to Congress. He believes that the Government should be prepared to take a firm stand in the event of citizens of Argentina losing their lives on torpedoed ships.

Washington Gratified

Washington, April 11.—President Wilson and Administration officials were gratified today to receive an official declaration by the Argentine Republic that it indorses the action of the United States in declaring the existence of a state of war between this country and the German Government.

Dr. Romulo S. Naon, Ambassador from Argentina, today delivered to Secretary Lansing a note which is construed as a declaration of benevolent neutrality by that Government. The note reads:

"The Government of the Argentine Republic, in view of the causes that have prompted the United States of America to declare war against the Government of the German Empire, recognises the justice of that decision, founded as it is upon the violation of the principles of neutrality established by the rules of international law which have been considered a definite accomplishment of civilisation."

Costa Rica Ready to Fight

Washington, April 11.—Little Costa Rica, just emerging from the throes of a revolution, sent word to her diplomatic representative here today that she indorsed the course of President Wilson and was "ready to prove it if necessary."

This announcement was unexpected, for the new Government set up there by Federico Tinoco, and perfected by a legislative declaration of his election as President, has not been recognised by the United States, and the State Department gave notice when Tinoco overthrew the Gonzales administration several weeks ago that it would not recognise Tinoco even if he were elected later. The message to Fernandez Guardia, General Tinoco's representative here, said:

"The Government and people of Costa Rica indorse the stand of the United States and are ready to prove it if necessary."

The policy of Costa Rica in the war between Germany and the United States, as explained by Alejandro Rivas Vasquez, for the last five years closely associated with the affairs of the Central American republic, will be loyal support of American interests. The revolution of a few months ago, which turned out President Gonzalez Flores and established Federico Tinoco, overthrew at the same time the German influence in the country, Mr. Rivas Vasquez said, while Senor Tinoco had been always a good friend of this country and France.

"The people of Costa Rica," said Mr. Rivas Vasquez, "by education and principle love liberty and therefore never would be able to ally themselves with Prussian militarism, which is the negation of human liberty. Through good fortune this people was able without the spilling of blood to overthrow a despotic government which received its inspiration from the German school, for it was a German, Juan Kumpel, who was the adviser of President Gonzalez Flores. The President let himself be made the instrument of the intrigues of his adviser to antagonise American interests in Costa Rica.

"I am sure that Senor Tinoco, who was chosen for the purpose of fulfilling the internal and foreign aspirations of Costa Rica, as soon as he is recognised by the American Government, will hasten to offer his full cooperation in the present war. This offer will be of the greatest value because Costa Rica is the nearest Central American country to the Panama Canal.

"In general, we Central and South Americans love this great democracy, and now more than ever we are convinced that the Government and people of America, who have just saluted the rising sun of liberty in Russia, will not wish to see the same sun obscured in our countries, which are no less worthy of esteem and appreciation."

Mr. Rivas Vasquez until recent years was prominent in the politics of Venezuela, where he was a well-known lawyer. For his work in Costa Rica he was invited by the Museo Social of Buenos Aires to lecture in Argentina, an honor similar to the one extended by the Argentine society to Colonel Roosevelt.

Brazil Jubilant Over Rupture

Rio de Janeiro, April 11.—It is expected in diplomatic circles here that other South American nations will soon follow the example of Brazil in severing relations with Germany. The Chilean Minister is continuing his conferences with Dr. Lauro Muller, the Brazilian Foreign Minister. Dr. Muller today received Arthur Peel, the British Minister, who subsequently conferred with President Wenceslau Braz.

It is learned that at yesterday's Cabinet meeting the Ministers of Finance, Industry and Agriculture declared themselves in favor of an immediate rupture and the Ministers of War and Marine for a declaration of war and seizure of the German ships. The Foreign Minister, Dr. Lauro Muller, urged that a demand be made on Germany for satisfaction for the sinking of the Brazilian steamship Parana, including punishment of the submarine commander and indemnification of the families of the victims, to be followed by a rupture in case Germany did not accede to this demand. After these views had been set forth the Cabinet agreed on the severance of relations.

As soon as this became known a great crowd, which had gathered before the palace, cheered for the Government and the Allies. People ran through the streets shouting and singing patriotic songs, and there was general rejoicing. Pro-Ally demonstrations are growing in volume throughout the city. The flags of the Entente are visible everywhere, and the streets are thronged with paraders cheering for France and England, and shouting "Down with Germany!" The crowds gather in front of German establishments and hoot.

This morning a special messenger proceeded to Petropolis, the home of the German colony, to present to the German Minister, Herr Pauli, a note from the Brazilian Government and to hand him his passports. He was also instructed to inform the Minister that Brazil had placed at his disposition the steamer Rio Janeiro, which would transport him, the members of the Legation, and the Consuls to Germany.

Senhor Silvino Gurgel de Amaral, in hear of the Brazilian Legation at Berlin, has been ordered to return from his post. Switzerland will take over Brazilian interests in Germany.

The authorities are taking measures to prevent sabotage in military establishments, which have been placed under a rigorous surveillance. It is said that the majority of the German ships which were seized were wrecked by their crews before they left them.

The Two Germanys

(Continued from Page 10)

mocratic ideas was during the period between the ending of her seventy-three years of rulership by geniuses and the days of Bismarck and William I. This was the period of the three weak Frederick Williams. But her pores were hermetically closed to the permeative influences of democracy by her experience with Napoleon; she knew little or nothing of the political experience of England and less than nothing of that of the United States. So she resisted the influences of '48 in large measure, after a half-century in which the intellectual and spiritual forces of Prussian patriotism, splendidly manifest in men like Jahn and Fichte and Schleiermacher, had been largely consumed in nerving a nation to resist tyranny that had been wreaked under the specious watchwords of liberty and equality.

The year 1861 came, and Prince William, already Regent, became William I. In October of the next year Otto von Bismarck became Prime Minister of Prussia. Again absolutism worked. Again Prussian history moved exactly counter to the general experience of mankind. William I was at his wits' end when Bismarck took the helm. The national Legislature had refused the money necessary to support the enlarged army which his military sense told him to be necessary. His abdication was drawn up and signed as he talked with Bismarck in the park at Babelsberg on that fateful October day. Bismarck declared that the main question was which should govern—the Crown, or a majority of the House of Representatives. Then he undertook the task of "ministerial government without a majority, without a budget, and without a programme." He carried this on for four years. "The press was gagged, unfriendly Government officials deprived of their places, political discussions forbidden at public meetings, and even freedom of speech in the House itself interfered with by the police." This is not an arraignment. I quote from a popular history of Germany "Dedicated by Gracious Permission to His Royal Highness Prince Henry of Prussia on the Occasion of His Visit to America."

Absolutism won. A Hohenzollern had come to the throne representing the hereditary virtues of industry, frugality simplicity of life, paternal interest in the welfare of the people. William was as devoted to his army as was Frederick William I. Beside him stood a diplomat who was as able, as wily, and as little troubled by scruples as Frederick the Great himself. Prussia's traditional economic-military-political policies were once more in full vigor. A frugal people and an efficient Government backed an irresistible army under an absolute King. And Prussia was still a half-century ahead of the rest of the world in her understanding of the economic foundations of military power.

Then followed the triogy of Bismarck's wars—the Danish, the Austrain, the French. Each was short, sharp, and profitable. Let this never be forgotten. The Danish war was a matter of a few months and it gave Prussia Schleswig-Holstein, and made possible the Kiel Canal and the naval policy of the present hour. The Austrian war was a matter of days—June 16 to July 22—and it gave Prussia Austria's unwilling consent to her leadership of North Germany and "the annexation of from three to four million North German inhabitants," besides some 20,000,000 thalers. The Franco-Prussian War gave Prussia Alsace-Lorraine, $1,000,000,000, and the overlordship of a new German Empire. Each one of these wars, directed by the King and the Minister who had so ruthlessly overridden popular government and the popular will, made Prussia larger, richer, stronger. What a contrast with France! Remember the Commune, Boulanger, the declining birth rate, the Panama scandal. These the Prussians saw as the fruits of democracy. Once more they beheld the Hohenzollern type of absolutism justified of its children. The scientific and inventive triumphs of a new day but threw into sharper relief, against the background formed by nations that muddled along, like England, nations that almost stopped growing, like France, and nations that wasted their national substance, like the United States, the essential wisdom of the eighteenth-century kings of Prussia and their policy of irresistible military power through an army led by an absolute king and backed by a frugal people and an economical administration. Once more absolutism was paying dividends in wealth, power, and prestige, while democracy in a neighboring country fell far behind. In other nations the popular thought was leading, and the rulers were following the people. In Germany the rulers led and the people followed. French, American, and English rulers were living up to the people; the German people were living up to their rulers.

We come to the policy of frightfulness. From one standpoint, it is mere survival. The policy of frightfulness is part and parcel of absolutism, and every time you preserve absolutism you preserve, of necessity, the ethics of absolutism. By a series of rare historical accidents, absolutism, which has cursed England and France and Russia with economic weakness and national misery, in Prussia has yielded economic strength and national prosperity. And when absolutism was confirmed in Prussia the ethics of absolutism was confirmed also. Absolutism, in theory government by one man, is in practice government by a limited, powerful, and highly trained class. Destroy the immediate hold of that class on influence and power, and your government is gone. Now the German idea of government is that of the Prussian state, with its benevolent autocracy and its docile people. In the German statesman's mind the first of popular virtues is docility. The government of Alsace-Lorraine and that of the Eastern Marches of Prussia, as sketched in von Bulow's "Imperial Germany," perfectly illustrates this. In Germany the people are not the fountain of power. If the government were destroyed, the people could not recreate it, because it did not come from them in the first place. It came down from above, from the superior class.

In a democratic country like ours the removal of the entire official class, root and branch, would not change the nature of the government. The people would elect a new set of officials and go on as before, for the governing ideas reside with the people, and officials are mere instruments. But in Germany— as every reader of former Chancellor von Bulow well knows—the governing ideas do not come from the people, and if the governing class were removed the basis of government would go with them.

All theories of the conduct of war are based on the safeguarding of the center and fountain of power. If the people are the fountain of power, then the people ought to be safeguarded first of all. But if a ruling class is the fountain of power, then it ought first of all to be guarded. And this, to the autocratic mind, necessitates frightfulness. The ethics of absolutism is just as true to absolutism's point of view as the ethics of democracy is to democracy's point of view. The ruling class in Germany today is very different, in time of peace, from the bureaucracy of France in the eighteenth century or that of Tudor England. Those minor German officials, honest, frugal, poor, intellectual, kindly, living for the state, and, like their royal master of a few years since, "having no time to be tired," are something new in the history of absolutism. But the excellencies of individuals cannot change the essential natures of institutions, and, in the hour of war, Prussianised Germany is torpedoing merchant ships full of women and children, executing women who helped wretched prisoners to escape from captured towns, invading neutral and friendly nations, levying vast sums of money on unfortified and non-resisting cities, and ruthlessly destroying buildings sacred to every lover of religion, art, and scholarship, because, just as the salvation of the people at any cost is the first law of democracy, so the salvation of the ruling class at any cost is the first law of absolutism.

Germany today, in the hour of supreme triumph of Frederick William's economic policies, the hour that demonstrates that the military-economic statesmanship of Prussia in 1713 was two hundred years ahead of the rest of the world, is struggling with the dreadful harvest of an ethical system one hundred years behind the rest of the world. She is paying the price of those years when Bismarck governed without a majority, without a budget, without a program, gagged the press, degraded unfriendly officials, stifled public discussion, and intimidated the national Legislature itself by the power of the police, until absolutism had been made to pay again in power, prestige, territory, and thalers so lavishly that the people became docile once more, as they had been under Frederick William, who once wrote to an official, "Salvation belongs to the Lord, and everything else is my affair," and who wrote in his great "Instruction," which established the system of administration which recreated Prussia: "We are Lord and King, and can do what we will."

This anticipation of the economic wisdom of two hundred years, with the pride and the blindness which was certain to result in other portions of the national life from such superiority to surrounding nations in the matters of getting rich and of fighting, explains the two Germanys of today. No nation has ever learned the lesson of democracy theoretically. It has never been learned—in England, Switzerland, France, the United States—except by the failure of absolutism. It will be learned in Germany only by the failure of absolutism. In Switzerland, in England, in France, in the American colonies, absolutism broke down in domestic affairs; the autocratic ruler was stripped of his power by the rising of his own subjects. In Prussia—and in the German Empire—absolutism has not broken down in domestic affairs. Thanks to the strength of Frederick William I and his great son, thanks to the bullying tactics of Bismarck which cowed the people, and the success of his wars which enriched them, absolutism has strengthened the nation instead of weakening it.

The breakdown of Prussian absolutism is coming in the realm of foreign affairs. Its very success is luring it to ruin, for the confidence born of that success has drawn the sword against half a world. Frightful are the current practices resulting from that ethical creed which has belonged to absolutism in every land and every age. The German people—kindly, orderly, docile, industrious, thrifty—are paying the price exacted by the mercilessness of fate from a nation which, anticipating the economic advance of the world by two hundred years, has fallen a century behind the international ethical standards of nations which have learned through poverty, weakness, revolution, and defeat lessons which fullness of bread and abundance of work and wealth can never teach.

SCIENTIFIC EYE-TESTING

Precise Duplicating Fine Repairing

ACCURATE LENS GRINDING

Toric and Kryptok Lenses, Sun-glasses, Protection Goggles & Everything Optical

Special rate to Doctor's prescriptions

CHINESE OPTICAL COMPANY

P 352 Nanking Road, cor. Lloyd Road

Branches: Peking, Tientsin, Hankow, Changsha, Hangchow

THE KAILAN MINING ADMINISTRATION

KAIPING Coal Coke

For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai and Ramsay & Co., Hankow.

To Offset Violators of Copyrights

We have been authorized by Cablegram by G. & C. Merriam Co. (publishers)

To sell the 1917 edition

Webster's New International Dictionary

At **$15.00** per copy

Postage to Outports extra

($5 down, balance on delivery)

The offer may be withdrawn at any time

YOU MUST ACT QUICK!

THE COMMERCIAL PRESS, LTD.

C 453 Honan Road, Shanghai.

And at all Branches

For The Kiddies!

FRESH EVERY DAY.

BIANCHI

97, Szechuen Road. Tel. 2264

Patton's Cementhide

A Waterproof Coating for CEMENT, STUCCO PLASTER, BRICK AND STONE

Will adhere to damp surface Not affected by acids, gases, or moisture.

PATTON'S SUN-PROOF PAINTS

FEARON, DANIEL & CO., INC.,

Paint Contracting Dept.

18 B Kiangse Road. Telephone 108

YALE

DOOR-LOCKS

NIGHT-LATCHES

PADLOCKS

Permanent Exhibition of Yale and Towne World-renowned Products at

Mustard & Co's. Sales-Rooms

22 Museum Road, Shanghai.

Wholesale Distributors

The Lack Of German Humor Discussed By Leacock

Famous Canadian Wit Also Gives His Views On The Perversity Of The Russian Verb

A college professor is absentminded. A college professor is impractical. A college professor lacks a sense of humor. Consider, for instance, Professor Charles Lutwidge Dodgson, otherwise known as Lewis Carroll. Consider, for instance, Professor Stephen Leacock, head of the Department of Economics and Political Science at McGill University.

Now, the author of "Moonbeams from the Larger Lunacy" and "Arcadian Adventures with the Idle Rich" and "Further Foolishness," looks no more like a college professor than he looks like a Druid—whatever a Druid may have looked like. He is a bronzed, thick-set man, with reddish hair and a rather Rooseveltian mustache. He has none of the professorial gestures. He does not, while speaking, twirl his eyeglasses on a broad, black ribbon. He has no eyeglasses to twirl. He does not emphasise a remark by means of a lifted forefinger. His chief oratorical gesture is to put his hands into his trousers pockets.

And yet the Mr. Hyde aspect of this extraordinary Canadian case of dual personality is not more conspicuous than the Dr. Jekyll aspect—if it is permitted to discriminate in this wholly insincere manner between the humorist and the professor. Mr. Leacock refuses to conform, in appearance or in speech, to the traditions of the profession of humorist. He never speaks in a "characteristic drawl." He does not wear that expression of exaggerated solemnity which most humorists use to give the charm of contrast to their jokes. When Mr. Leacock speaks at a dinner or on a public platform he is as natural in manner as when he is talking to a friend. He says what he has to say, and when what he says seems to him to be funny he smiles (a smile so wide that it may deserve another name) or laughs—a laugh that is hearty and contagious.

Nothing annoys Mr. Leacock more than to suggest that his humorous writings are by-products, as it were; that he writes such things as "Nonsense Novels" when his wearied brain is unable to perform the serious labors of the economist. The writing of solid, instructive stuff fortified by facts and figures is easy enough, he says. There is no trouble in writing a scientific treatise on the folklore of Central China or a statistical inquiry into the declining population of Prince Edward Island. But to write something out of one's own mind, worth reading for its own sake—this, he holds, is an arduous contrivance only to be achieved in fortunate moments, few and far between. And he declares that he would sooner have written "Alice in Wonderland" than the Encyclopaedia Britannica.

When, on a recent visit to New York City, Mr. Leacock talked to a reporter for The New York Times, his mind was full of the President's message and of the significance of America's entrance into the war. And what seemed to impress him most was the "beauticul calm" with which Americans had taken the news of this momentous event.

"I was at a club dinner in New York last night," he said, "and when the news came in the Chairman arose and said: 'Gentlemen, the President has asked Congress to declare war. I ask you to rise and drink the health of the President of the United States.' That was all; there was no outburst of emotionalism.

Mr. Leacock is not of Canadian birth. He was born at Swanmoor, Hampshire, England, in 1869. His parents went to Canada in 1876, and Mr. Leacock, to use his own words, "decided to go with them." He was brought up on a farm near Lake Simcoe, Ontario, and seems more like a Canadian than an Englishman. And one of his hobbies is that between the Canadian and the American there is very little difference beside that of politics.

"I think," he said, "that O. Henry was right. He said, you remember, that human nature was the same in Oshkosh, Wis., and New York City. And I don't think that human nature is changed by the boundary line between Canada and the United States.

"I have been hauled over the coals by the English reviewers," said Mr. Leacock, "for my amalgamation of Canada with the United States, for my use of the word America for Canada and the United States together, in defiance of the Constitution of the United States and other important documents. But I claim that we are one in everything except governmental allegiance. How is it possible to distinguish the Canadian Maritime Provinces from New England? How is it possible to distinguish the people of Saskatchewan from the people of the prairie States? There are people who for some reason want to emphasise the differences between Canadians and citizens of the United States. But as a matter of fact these differences are very hard to find.

"Of course, there are political differences. You invited us Canadians to join you—in 1777, I think it was. We didn't accept your invitation. And now it seems to us that it would be silly for us to think of joining you. We play a more useful part by acting as a sort of hyphen between England and the United States. So the political difference must remain. But in social matters, indeed, in everything except politics, we are closer to the United States than we are to England. And of course now the fact that, thank God! you are coming into the war makes us all eager to emphasise the resemblances rather than the differences between Americans and Canadians.

"I suppose," said Mr. Leacock, "that I ought to be talking to you about literature, and that sort of thing. But there are certain things that I must say to you because I can't think of anything else just now. And one of the things I want to say it that one of the greatest events in history will take place when a Massachusetts regiment marches through the streets of London with the Union Jack and the Stars and Stripes flying together. Te English people will go wild with enthusiasm. They were enthusiastic enough over the Canadian troops, but that's nothing to what they'll do when the Americans come!

"With England, France, and the United States together we needn't worry about the rest of the world. The future of democracy is assurred. And this is especially true now that Russia is with us as a democracy. Of course, there may be counter-revolutions in Russia, instigated by those who desire to hinder Russia's participation in the war, but they cannot be successful. Russia must be a democracy now.

"The future of the world is with democracy. Autocracy has had its day. Before the war people used to admire the autocracy of the Germans; it was supposed to be part of the celebrated German efficiency. But it has been discovered that German efficiency is really inefficient, now there is no one in his right mind who prefers autocracy to democracy.

"And now," said Mr. Leacock, "I'll try to talk about literature. For what I said really reminds me of something. Do you know what is the most democratic form of literature? It is humorous literature. For of humorous literature the only test is: Do they laugh or do they not laugh? No King ever posed as a humorist. No King ever was a humorist, that is, an intentional humorist.

"And one proof of the democracy of humor is its absence in Germany. Is there any one not a German to whom the German joke appeals? The German joke, like the peace of God, passeth all understanding.

"Real humor is universal in its appeal; its popularity extends beyond national boundaries. Mark Twain has been translated into every language, and he is as funny in French or modern Greek as he is in English. In exchange for Mark Twain we import Tartarin. Charles Dickens is the property of all the world; we think of him as a great humorist instead of as a man who wrote to amuse the English. But German humor does not cross the Rhine. The world knows German philosophy and German science and German scholarship, but it knows nothing of German humor. And the reason for this must be that there is no German humor to know."

Now Mr. Leacock walked up and down the room and spoke with considerable fervor.

"This whole business," he said, "of German philosophy and German scholarship is tremendously overrated! The Germans have been giving us an unintelligible mass of words, and we have felt obliged to think that this mass of words contained profundities of thought. One good thing that war is doing for our colleges is to clear out German philosophy—to sweep away great masses of statistics and facts that we have imported from Germany, that have simply cluttered up our educational system. Our American economic schools have been suffused with German theories and German methods. Now we're getting rid of all this lumber.

"The only German humor, the existence of which I will admit," said Mr. Leacock, "is the old German folk-humor—'Strewelpeter,' and the like. But this folk-humor antedates modern Germany by centuries. It is a part of our old Teutonic heritage. And 'Strewelpeter' has no place in what today is considered humor in Germany."

"What about Jugend and Simplicissimus?" asked the reporter.

"Of course, they are good," said man—that is, the humor in them Mr. Leacock. "Let us be fair. But their humor was not genuinely Gerthat we all enjoy. They are imitations of the French humorous weeklies, and whatever was good in them was French.

"I think," he continued, "that we ought to substitute Russian literature and culture for that of Germany. I think that this must happen. We are all discovering Russia these days. I am studying Russian now at McGill University. McGill is the first university to give a course in the Russian language."

"But haven't we had rather too much of the Russian novel recently?" the reporter suggested.

"That's one unfortunate thing about the discovery of Russia," said Mr. Leacock. "We've been deluged with a lot of modern Russian trash that has harmed the reputation of the Russian novel with us. We've been given books by Artzibashef, and that sort of rubbish. It's as if some one were to translate the contents of Snoopy Stories and the Splashy Magazine into Russian and tell the Russians that this is representative American literature. We should read Dostoievsky and Turgenieff and the classics if we would know what Russian literature really is."

Mr. Leacock smiled reminiscently. He was thinking of the hours when, instead of a teacher of economics, he is a student of Russian.

"There are," he said, "thirty-five letters in the Russian alphabet. And fifteen of them seem to be useless. I don't see why the Russian should use our letters for purposes entirely different from ours. I don't see, for example, why the Russians should use our h for their n, and I don't see why they should add 'hard' and 'soft' letters after words. They have no letter for w and none for i, and l in the middle of a word is silent. So the word 'William' would seem to make no sound at all in Russia!

"And the Russian verb is a fearful and wonderful thing. It has what no other respectable verb has—it has 'aspects.' In Russian there is a distinction made by the form of the verb between merely doing a thing and doing the same thing once and never again. I use different forms of the Russian verb for 'jump' according to whether I mean merely 'I jump' or 'I jump once and for all'—as, for instance, from the top the 'semelfactive aspect' of the Russian verb. So the Russian says of the Biltmore Hotel. This is called 'I took a drink, in two different ways. If he says it in one way he means merely that he took a drink, without prejudice as to his future conduct. If he says it in another way he means that he took his last drink."

Long And Short Of Marine Corps

It is claimed that these two members of the United States Marine Corps are the tallest and the smallest men in that branch of Uncle Sam's service. Both are stationed at the Charlestown, Mass., Navy Yard. Daniel Vallan measures 6 feet 6 inches in his stocking feet, while James Bowen measures but 5 feet.

WANTED

WANTED, extra work after office hours, by an Ally, with knowledge of general office work. At present working in a foreign bank. Apply to Box 489, THE CHINA PRESS.

13701

Better Light Lighter Bills

If Metal lamps are used to replace Carbon lamps, THREE times as much light may be obtained for the same expenditure of electricity.

PRICES OF LAMPS

Candle	Price
16, 25, 32 and 50	Tls 0.50 each
100	" 1.00 "
200	" 3.00 "

Lamps obtainable at above prices from

MUNICIPAL ELECTRICITY DEPARTMENT

SHOWROOMS: 471-2 NANKING ROAD. TEL. NO. 2660

"STATESMAN"

MEANS

LEADERSHIP

USE "STATESMAN" BRAND PAINTS. THE LINE OF RECOGNIZED QUALITY. MANUFACTURED BY

CHARLES H. BROWN PAINT COMPANY

WE CARRY A COMPLETE RANGE OF EXCLUSIVE COLOURS—READY FOR USE. PRICES ON APPLICATION

PAINT DEPARMENT

CHINA-AMERICAN TRADING CO., INC.

13A CANTON ROAD: TEL. 918

Sam Joe & Co.

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE PROMPT ATTENTION GIVEN TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway
Telephone No. 1095.
SHANGHAI.

M. CHING CHONG

Proprietor, Yeh Mei-ching
Hardware and Metal Merchants
Government Contractors

Materials of every description for Engineering

Naval and Marine Stores always in stock

Our entire stock is from well-known manufacturers, and our prices are moderate

Sole Agent for

The Chee Hsin Cement Co., Ltd.

We have also Black Dye in stock, Trade Mark Zang Kun ( ), at moderate prices.

For further information, please apply to—

68-69 North Soochow Road, Shanghai.

Tel. Gen. office No. 3971
Tel. Pri. office No. 4888

SWEDISH PAPER

is the best for any purpose.

The Ekman Foreign Agencies, Ltd.

No. 6 Kiangse Road

"FREEZOR" FANS

Desk, Bracket, Oscillating, Ceiling Types

"FREEZOR" Fans have a neat attractive appearance and give the strongest of breeze eff cts the speed regulator in base allows a three speed control from moderate breezes to strong blasts.

Large stocks held in all Voltages and Sizes.

Desk Fans, Bracket Fans, Oscillating Fans, Ceiling Fans.

With and without lights.

The General Electric Co. (of China), Ltd.

7 JINKEE ROAD, SHANGHAI

Telephone: 1608 & 1606 Telegram "GENLECTRIC"

A WORD OF CAUTION

DON'T NEGLECT YOUR KIDNEYS.

Keep the kidneys well. They do more work than any other organ of the body, because the blood all goes to the kidneys thousands of times a day to be filtered and purified.

Think for a moment what happens when the kidneys do not act properly.

These impurities stop in the system. They are poisons, and cause more different kinds of trouble than any other sort of poison, for they saturate every nerve and tissue.

But Doan's Backache Kidney Pills are the special kidney helper. They act only on the kidneys and bladder, and they heal and correct their action in a gentle way. That helps the kidneys to properly filter these poisons out, and when this is done you will be well in every fibre.

You may be ill, and never have suspected your kidneys as the cause. If so, note carefully whether their action is normal. Is there a sediment? Is there rheumatism, neuralgia, sciatica, gravel? Are you excitable and nervous, sleepless and irritable? Is the stomach right? Do your limbs swell (dropsy)? Have you no ambition, no life?

These are some of the symptoms of kidney impurities in the blood. There are many more, but these show our meaning.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in

DOAN'S BACKACHE KIDNEY PILLS

丸腎保製秘氏安兜

MIKIMOTO'S

Culture Pearls and Jewels

MIKIMOTO

PEARL STORE

31 Nanking Road,
SHANGHAI

FREIGHTER CHASES 2 'PHANTOM' SHIPS

British Knight Of The Garter Has Weird Experience In Danger Zone

CAPTAIN ENDS MYSTERY

Trained Gun On German U-Boat Disguised With A Sail —She Escapes

New York, April 1.—Capt. Stephens of the fast Britsh freighter Knight of the Garter was pacing the bridge of his vessel with a pair of field glasses tucked under his arm. His vessel was only 250 miles west of St. Nazaire and still well within the danger zone, so he kept a watchful eye on the waters. There was nothing in sight.

As he turned in his restless pacing and glanced astern he uttered an exclamation of surprise, for he saw within five miles of his ship the white sail of a vessel. It was a tiny craft, and the captain decided that the skipper of the sailing ship was either a bold man or an ignorant one to venture so far from land in such a vessel. But what puzzled the captain particularly was the suddenness with which the vessel had appeared so near his own ship. He looked again to see if he had been deceived by his eyes and saw not one, but two ships, one under sail and the other, somewhat further away, a low lying craft without sails. He could not make out the nature of the second ship even with his glasses, and he was about to resume his pacing when he made another discovery concerning the peculiar sailing craft astern.

Speeding in a Zephyr Breeze

The little ship was forging ahead at a remarkable rate of speed—remarkable in a strong gale, and it seemed to Capt. Stephens impossible in the zephyr which was then blowing. Members of the crew of his ship who sighted the little sailing ship soon after the captain had detected it were equally puzzled, first by how a ship could approach so near them unnoticed despite their war zone vigilance, and second by the rate of speed with which the mystery vessel scudded toward them.

There were a few mutterings of "Flying Dutchman" and an exchange of anecdotes of peculiar and extremely disagreeable incidents involving phantom ships among some of the members of the crew. Incidents of eerie and weird nature make good stories in comfortable shelters ashore, but it is far from land that they are really appreciated.

Capt. Stephens without comment ordered the speed of his vessel increased until the ship was racing ahead as fast as his engine could spin the propeller shaft. The tiny ship astern was not left behind, instead it seemed to gain slightly on the laboring steamship, although all aboard the latter vessel were prepared to swear that the breeze had not freshened. The mysterious consort of the sailing vessel gradually disappeared below the horizon.

Pointed Gun at the Vessel

As the race continued and darkness approached, with the sailing vessel more than holding its own, Capt. Stephens ordered the stern chaser—a three inch gun—manned and pointed at the sailing craft. Slowly the little pursuer disappeared from view, not in the distance, but in the shadows of night. The men seemed less worried when they no longer saw the vessel, and joked about how hard it would be for even a phantom ship to find the steamer in the dark while all her lights, in accordance with danger zone custom, were extinguished. The vessel continued straight on her course.

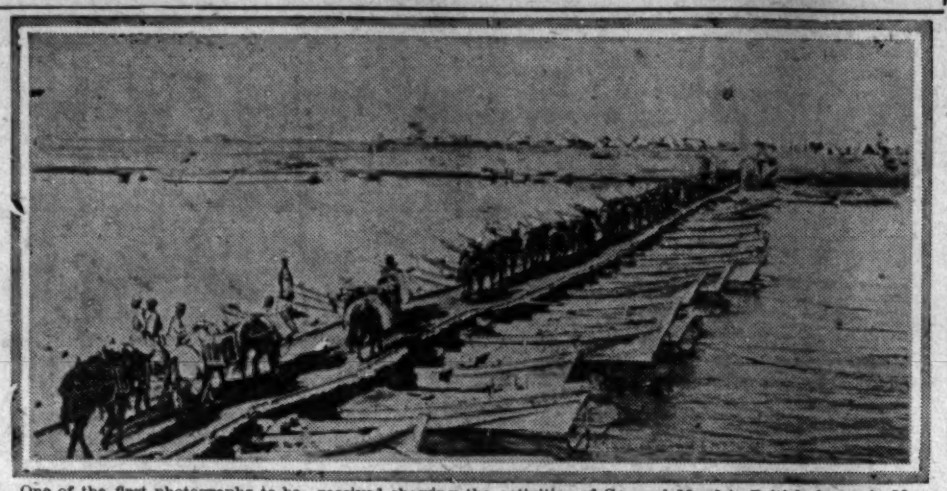
Late that night a dim light was sighted astern. The light seemed to those on board the steamship to be about a mile away and moving rapidly almost on the surface of the water. Capt. Stephens was notified, and the captain, after watching the manner in which the will o' the wisp kept pace with the ship, ordered the vessel's course changed. Her head was swung around almost at right angles and the men aboard watched with relief the bobbing light as it continued straight ahead into the distance.

"Do you think it was the Flying Dutchman?" reporters asked the captain when the circumstances became known on the vessel's arrival in port here yesterday.

Capt. Stephens shook his head with a smile.

"I was considerably puzzled and mystified by that flying sailboat," he said, "but about the time I trained that gun on her I had decided that she was something worse—a German submersible. I am quite convinced that that sail was carried as a disguise for a submarine."

British Crossing The Tigris In Advance On Bagdad



One of the first photographs to be received showing the activities of General Maude's British forces in Mesopotamia—the armies that recaptured Kut-el-Amara, routed the Turks and then drove them in disorder beyond Bagdad, capturing that ancient city of the Caliphs.

The photograph was made as Indian cavalry, followed by British infantry, crossed the Tigris River for the second time in the advance on Bagdad , under heavy fire from the Turks. Part of General Maude's forces are now forcing a portion of the Turkish army up the Diala River toward the Persian border while the remainder are pursuing the main body of Turks beyond Bagdad.

Church Services

Holy Trinity Cathedral.—May 20—Sunday after Ascension. 8 a.m. Holy Communion. 10 a.m. Morning Prayer. (Plain) 11 a.m. morning Prayer. (Sung) Anthem "Of the Glorious Body" Victoria Hymns 147, 322, 148. preacher, The Dean. 3 p.m. Children's Service. 6 p.m. Evening Prayer. Anthem "God is gone up" Croft. Hymns 150, 149, 304. Preacher, The Dean.

May 23.—Wednesday. 8 a.m. Holy Communion. 6 p.m. Evensong and Intercession.

St. Andrew's Church, Broadway May 20—Sunday After Ascension. 8 a.m. Holy Communion. 10.30 a.m. Matins. 3 p.m. Children's Catechism. 6 p.m. Evensong.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock, Preacher: The Rev. F. L. Hawks Pott, D.D.

Union Church.—Sunday, 11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject: The permanence of Christianity; Chant 84; Anthem "Judge me, O God" (Mendelssohn); Hymns 536, "Let God arise," 74. 6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject: Dr. Watts' life and hymns; Chant 83; Anthem "Crossing the Bar" (Parry); Hymns 184, 397, 38.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. W. Hopkyn Rees, D.D. Evening 6 p.m. by Mr. George Howell.

Christian Science Scety of Shanghai Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Mortals and Immortals." Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Zion Tabernacle, cor. Helen Terrace and North Szechuen Road Extension. Preaching Service Sunday, at 6.00 p.m. Rev. C. F. Viking will preach. Everybody welcome. Midweek meeting every Thursday at 6.30 p.m.

South Gate Presbyterian Church, 4.30 p.m. Preacher, Mr. R. P. Montgomery.

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on May 15, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	16-20
Cod	„	14-16
Mandarin	„	20-30
Mackerel	„	16-20
Pomfret	„	16-20
Salmon	„	16-20
Samli	„	40-60
Soles	„	16-20
Whitebait	„	none
Game, Poultry and Eggs		
Deer	each	none
Duck	„	40-70
Eggs	per doz.	15-17
Fowl	per lb.	20-22
Geese	each	50-80
Hare	„	none
Partridge	„	none
Pheasant	„	none
Pigeons	„	20-25
Plover	„	6-10
Quail	„	18-20
Snipe	„	12-14
Turkey	per lb.	40-45
Teal	each	10-12
Wild Duck	„	30-35
Wild Geese	„	none
Woodcock	„	30-40
Wild Pigeons	„	none
Fruit		
Apples	per lb.	14-20
Apricots	„	none
Bananas	„	7-8
Cherries	„	18-20
Cocoanuts	each	15-18
Chestnuts	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	7-8
Lichees	per lb.	none
Mangoes	each	15-20
Mangosteens	per doz.	50-60
Melons	each	none
Oranges	per lb.	16-18
Peaches	„	none
Persimmons	„	none
Peeboes	per lb.	none
Plums	„	6-8
Pumeloes	each	15-20
Pears	per lb.	10-12
Strawberries	„	none
Walnuts	„	10-12
Pineapple	each	none
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	15-25
Bamboo Shoots	per lb.	10-12
Broad Beans	„	2-3
Beetroot	per bunch	2-3
Cabbage	each	5-6
Celery	per bunch	2-3
Carrots	„	2-3
Cauliflower	each	15-20
Egg Plant	per lb.	8-10
French Beans	„	12-15
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	40-60
Onions	per lb.	5-6
Peas	„	5-6
Potatoes	per pic.	$2.40-3.00
Parsnips	per lb.	5-6
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	„	6-8
Turnips	per bunch	2-3
Grain and Flour		
Flour, American	per 50 lb.	$5.50
Flour, Shanghai	per 50 lb.	$2.80
Rice	per 200 lb.	$7.80
Milk		
Foreign dairies	per bottles	20
Chinese dairies	„	17
Fodder		
Barley	per 114 lb.	$2.85
Bran	„	$2.15
Fuel		
House Coal	per ton	Tls. 13.00
Stove Coal	„	Tls. 17.40
Firewood	per 50 bundles	$1.00

E. KILNER,
Chief Inspector.

Sailed from Shanghai

For London, etc.		
Fushimi Maru	May	7
Hirano Maru	May	3
Kaga Maru	May	16
Kitano Maru	Apr.	13
Miyazaki Maru	Mar.	30
Pembrokeshire	May	6
For New York		
Tokiwa Maru	Mar.	21
Toyooka Maru	Feb.	1
For San Francisco, etc.		
China	Apr.	18
Korea Maru	May	3
Persia Maru	Apr.	21
Siberia Maru	May	15
For Seattle		
Awa Maru	May	6
Yokohama Maru	May	14
For Tacoma		
Hawaii Maru	Apr.	17
Mexico Maru	Apr.	5
Panama Maru	May	15

TSINGTAU, NORTH HINA
The Finest Summer Resort in the Far East.
Grand Strand Hotel
(Formerly Strand Hotel)
Grand Hotel, Grand Hotel Annexe
Beautiful Sandy Beach, Splendid Sea Bathing, Golf, Tennis, Motoring, Deep Sea Fishing.
Excursions to Battle Fields, Good Roads, Lovely Scenery. Race Course and Golf Links adjoin Hotel [Hotel guests have the privilege of the Golf Links]. A Good British Doctor is in attendance at the Hotels.
Unexcelled Cuisine, Highest Comforts, Moderate Charges.
For all information please apply to T. HERLIHY, Manager.

Vessels To Arrive

From London	
Atsuta Maru	June 26
Suwa Maru	June 12
From San Francisco, etc.	
China	June 12
Ecuador	June 2
Nippon Maru	June 8
Shinyo Maru	June 2
Tenyo Maru	May 26
From Tacama	
Chicago Maru	May 23
Manila Maru	May 27
From Seattle	
Awa Maru	May 23
Shidzuoka Maru	June 6
From New York	
Hazel Dollar	May 28

Passengers Departed

Per M.M. s.s. Australien for Marseilles:—Messrs. E. Chaudoir, and A. Ladame. For Colombo:—Mr. W. H. Bredin. For Singapore:—Mr. T. H. Ehlers, Mr. Faber, Mr. and Mrs. F. A. Delamore, Miss A. Delamore, M.M. A. Delamore, and F. Delamore, and Mr. W. van Tyen. For Saigon:—Mr. and Mrs. Berthier, Mr. Adam, Mr. A. Duval, Mr. and Mrs. H. Hjorth, Mr. L. Rogel, Mr. Rey, and E. Gillet. For Haiphong:—Mr. C. H. B. Joly, Mr. Zung Doo-ze, Mrs. Nguyen-van-Lam, and 5 infants, Mr. and Mrs. Luong Ngoe-khanh, Mr. P. Mosconi, and Mr. Bui Quan-that. For Hongkong:—Messrs. R. M. Wells, R. C. Paine, A. W. Brankston, H. Tod, M. Wrangell, and G. Guidon Lavallee.

Siccawei Weather Report

18.—An area of high pressures prevails in Central China with a very loose gradient between the Hwangho and the Yangtse.

Very fine and hot weather in our regions.

Low pressures persisting in Eastern Mongolia and Manchuria.

19.—Very fine weather. The barometer is still rising Light S.E. breezes.

Saturday, May 19, 1917.

WEATHER.	4 a.m.	9 a.m.
Bar. at Centg., mm	761.'6	762.38
" " inches	29.97	30.01
Variation mm. for 24 h	-0·43	-0.00
Variation mm. for 12 h	-0.63	-0.58
Wind { Direction	SSW	SW
Wind { Kilom per hour	14	20
Wind { Miles	8.7	12.4
Temperature { Cen	14.°3	20.°7
Temperature { Fahr	57.7	69.3
Humidity	90	47
Rain-gauge 5-10	10	8
Rainfall mm.	—	—
Rainfall inches	—	—

SAVE MONEY
AVOID PAIN
No Pain, No Cocaine, No Gas
No dangerous drugs used.
I have no secret discovery that can be learned in a few days, but by the labor of years and consultations with the most able and best known practitioners of New York City, I have assembled the best and surest methods in the practice of dentistry that causes no pain to the patient. My method of performing dentistry without pain to the patients is absolutely harmless as well as effective, as my patients will testify.
22 Krt. Gold Crowns and Bridge Work $10.00; Rubber plates, guaranteed to fit, $25.00.

DR. C. CAMERON'S
DENTAL PARLOR
34 Nanking Road, Shanghai

Shipping Items

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangtoo left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday.

The C.M. s.s. Hsinfung left Tientsin for Lungkow and Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Chungking left Hankow for Shanghai yesterday.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The K.M.A. s.s. Kaga Maru (chartered) left Chinwangtao for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tungting will leave Hankow for Shanghai tomorrow.

Launch Services

TODAY

The launch conveying passengers to the N.K.K. s.s. Tachi Maru will leave the Canton Road jetty at 11 p.m.

TOMORROW

The launch conveying passengers to the N.K.K. s.s. Yohyang Maru will leave the Canton Road jetty at 11 p.m.

Passengers Arrived

Per I.-C. s.s. Kutwo from Hankow:—Mrs. H. Smith, Mrs. G. M. Ross and 2 children, and Mrs. Bushy and child.

Per C.M. s.s. Kiangteen from Ningpo:—Mr. J. W. Lowrie.

Per C.N. s.s. Sunning from Hongkong:—Mrs. E. B. Jones, Messrs. C. H. Strauss, P. A Maitland, S. Twitkoff, and E. Erasmus.

Per N.Y.K. s.s. Yamashiro Maru from Japan:—Mr. Charles Stone, Mr. O. M. Shuman, Mr. L. Hoh, Mrs. Mary Isabel Gray, Messrs. M. T. Lei, C. K. Chen, C. Strom, F. E. Lau, M. P. Choa, and I. C. Kong, Mrs. Wong, Messrs. L. B. Lee, K. Y. Chan, P. C. Fung, K. F. Shi, F. Fung, T. K. Taom, S. H. Ng, L. Fung, K. Y. Lo, M. F. Hin, F. Wong, L. S. Kwog, C. T. Kwok, F. W. Wong, C. Y. Ma, U. C. Shen, S. W. Ko, T. Y. Tang, S. C. Chan, K. Ip, W. H. Loh, Y. C. Tin, F. C. Tong, F. T. Yin, K. S. An, F. K. Kwok, S. Y. Chen, Y. T. Houng, F. S. Kwok, C. S. Ling, K. O. Kwan, T. F. Heung, K. V. Yan, W. K. Chung, W. H. Ho, C. K. Ng, Jackson Lin, and S. Y. Lei.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albenga	2789	Ger.	Carlowitz	US
May 8	Japan	Arima maru	108	Jap.	N.K.K.	9 p
Aug 4	Hongkong	Bohemia	4282	Aus.	Aus. Lloyd	B VII
May 9	Chinwangtao	Burrumbeet	1156	Br.	K.M.A.	KMAW
Aug 5	Hongkong	China	3868	Aus.	Aus. Lloyd	9 p
May 5	Hankow	Changwo	696	Br.	J. M. & Co.	OD
Aug 8	Hongkong	D. Rickmers	2651	Ger.	H. D. & Co	USA
Dec 2 '16	Nanking	Fortuna	182	Ger.	H. D. & Co	US
May 13	Hongkong	Feiching	994	Chi.	C.M.S.N. Co.	KLYW
May 8	Hankow	Hanping	581	Chi.	H. Y. P. I. Co	KMAW
May 18	Swatow	Heinchi	1385	Chi.	C.M.S.N. Co.	KLYW
May 16		Isene	858	Chi.	C.M.S.N. Co.	KLYB
May 16	Hankow	Kiangyu	1490	Chi.	C.M.S.N. Co.	KLYW
July 16	Hankow	Meidah	1682	Ger.	Melchers	US
July 30	Hankow	Meilee	1682	Ger.	Melcher	US
Mar 18	Ningpo	Meifoo	406	Am.	S. Oil Co	SOCW
July 30	Tsingtao	Sikiang	1840	Ger.	H. A. L.	US
July 30	Hongkong	Siberia	3318	Aus.	Aus. Lloyd	B IX
May 18	Hankow	Tachi maru	1828	Jap.	N.K.K.	LPDW
May 18	Newchwang	Toonan	842	Chi.	C.M.S.N. Co.	KLYW

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
P&OBI	Apr. 16	Cruise	Monocacy	Am g-b.	190	2	43	McFeaters
P&OBI	Apr. 29	Cruise	Palos	Am g-b.	190	2	43	Defano
BNB	Apr. 13	Cruise	Quiros	Am g-b.	350	4	55	Lewis
7P	Apr. 14	Cruise	Samar	Am g-b.	243	4	33	Brown
BNB	Apr. 14	Cruise	Villalobos	Am g-b.	370	4	55	Partello[illegible]

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MAY 20, 1917

Date and Place	Per	Chi.	British	French	Ger.	U.S.A.	Russian	Japan	Regist
Today									
Europe via Siberia (Post Train)	†Via Pukow	..	7.00*	..	..		..	..	5(19th)
Weihaiwei, Chefoo and Tientsin	Tungchow	8.30*	5.00	..	..	..	..	..	8.0[illegible]
Antung	Wenchow	8.30*	..	..	..	..	..	..	8.0[illegible]
Hongkong and Canton	Anhui	8.3[illegible]	..	..	..	..	..	..	8.00*
Swatow, Hongkong and Canton	Esang	8.30*	..	..	..	..	..	..	8.00*
Weihaiwei	Hoihow	9.00	..	..	..	..	..	..	9.00
Hankow	Train	..	..	..	..	..	11.30*	..	10:0*
Peking and Tientsin	Train	..	..	..	..	..	5.00	..	5.00
Tomorrow									
Europe via Siberia	Via Pukow	x9.00		..	..		6.00	..	5.30
Hongkong			5.00	..	..	..	..	..	..
River Ports	Kiangbsin	9.00	..	..	..	..	..	..	9.00
Ningpo and Wenchow	Kwangchi	9.00	..	..	..	..	..	..	9.00
Hankow		..	5.00	..	..	..	..	..	..
Ningpo	Hsin Peking	3.30	3.00	..	..	..	..	..	..
Tuesday, May 22.									
Tsingtao, Manchuria and Dalny	Sakaki maru	10.30*	..	..	..	..	..	..	10.0[illegible]
Weihaiwei, Chefoo and Tientsin	Shengking	1.30	1.30	..	..	..	..	..	1.0[illegible]
Tientsin and Newchwang	Paoting	9.30*	..	..	..	..	..	..	9.00*
Hongkong and Canton	Sunning	9.30*	..	..	..	..	..	..	9.0[illegible]
Japan Ports	Yamashiro maru	9.30*	..	..	..	..	..	..	9.00*
River Ports	Tuckwo	9.0[illegible]	..	..	..	..	..	..	9.00
Tientsin		..	9.3[illegible]	..	..	..	..	..	..
Weihaiwei, Chefoo and Tientsin		..	10.30*	..	..	..	..	..	..
Europe via Siberia (Express)	†Via Pukow	..	7.00*	..	..	..	..	..	5(21st)
Hongkong			9.30*	..	..	..	..	..	..
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe		..	10.00*	..	..	..	..	..	..
Wednesday, May 23.									
Europe via Siberia	Via Pukow	x9.00	..	..	..	..	6.00		5.30
Amoy, Honstong and Canton	Shantung	9.00		4.30	..	..	4.30	5.00	9.00
Amoy and Hongkong			5.00	..	..	..	..	..	..
River Ports	Wuchang	9.00	..		..	..	..	..	9.00
Thursday, May 24.									
Swatow	Tamsui	9.00	5.00	4.30	..	..	4.30	5.00	9.00
San Francisco, via Japan & Honolulu	Venezuela	3.30			..		..		3.00
Japan Ports	Kasuga maru	10.30*	..	..	..	..	..	..	10.00*
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe		..	11.00*	..	..	..	..	..	..
Friday, May 25.									
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe		..	x9.00	..	..	..	..	..	5.00*
Hongkong and beyond	Kamakura maru	..		..	..	9.3*	..	..	9.00
Hongkong			9.30*	..	..		..		..

† Letters forwarded by this route only when specially marked.

An asterick (*) denotes a.m.

A British Post Office will be open between 8.30 and 9 p.m. on the 25th instant.

Registration 8.30 p.m. Supplementary mails closed at 7 a.m. following day.

British Post Office.—Until further notice the ordinary and registered letter mails for Europe via Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.20 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post Office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesdays, Thursdays and Saturdays at 7 a.m.

Japanese Post Office.—Until further notice a mail will be despatched for Europe, via Dalny, every Tuesday morning, and via Pukow and Mukden, by the night-train on Wednesday and Saturday.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

Local Outports Mail

Permanent Notice

Destination.	Mails Close Daily. a.m. p.m.
Shanghai-Nanking Railway.	
Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China.	7.00
Soochow, Wusih, Chinkiang, Nanking and all intermediate places	7.30
Nanziang & Kiatinghsien.	3.00
Soochow, Wusih, Changchow, Chinkiang Nanking and all River ports	11.30
Soochow, Wusih, Changchow and Intermediate places	3.30
Nanziang & Kiatinghsien.	4.30
Soochow, Wushih, Changchow, all River Ports and North China	9.00
Shanghai-Hangchow Railway.	
Sinchwang, (Tsipao and Szeking) Sungkiang, Fongkins, Kashan, Kashing, Wangtien, Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping (and Tangsi) and Hangchow (also Huchow)	6.30 and 8.00 daily.
Shanghai-Hangchow Train.	
Sinchwang, Sungkiang, Fengking, Kashan, Kashing (and Tangsi), Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping and Hangchow (also Shaoshing and Sicashan)	1.00
Shanghai-Woosung Train.	Close Daily.
Woosung (also Paoshan, Kiangwan & Tachang).	6, 7, 9.30, 11.45 a.m. 1.30, 3, 5, 7.30 p.m.
Sunkiang, Kashing, Hangchow and intermediate places	3.00
Ningpo, Chenhai and Wenchow via Ningpo, Shanghai-Hangchow train, 2 p.m., Sundays only.	

Steamer.	Mails close daily except Sunday. a.m. p.m.
Ningpo, Chenhai and Wenchow	3.30,
Launch	close daily. a.m. p.m.
Tsungmi and Paochen	7.00 3.00
	10.45 3.00
Pehsinchen, Chakiang, Pinghu, & Chungku	3.00
Minghong and Nankao	2.00
	11.00
Huchow, Nanzing and Linghu	11.00
Minghong and Wukahong, Nankiao	3.00
	11.00
Haimenting and Miaochen	7.00 5.00
	10.45 3.30
Chowpu	11.00
Tatwan, Nankwei, Fenghsien and Sinchang	3.00
Tachang	7.00
	11.00
Courier.	
Kiangnan Arsenal	8, 9, 10, 11 a.m. 12 noon. 2, 3, 4, 5 p.m.
Siccawei & Tsipao	8. 9, 10, 11 a.m 12 noon
Chwansha	7.00 2, 3, 4, 5 p.m.
Foot Boat.	

Russian Revolution Ends German Pan-Slav Bugbear

And So Removes Germany's Main Argument For Entering The War, Declares Prof. Schapiro

New York, April 6.—"It was a cruel joke that the Russians played on the Germans by overthrowing the Tsar. The Germans are now deprived of their main argument for entering the war, the defence of western civilisation from Slavic barbarism. Now that Russia has had a successful revolution Germany remains the only Asiatic nation in the world. Turkey, Persia, China and Russia are democracies, but Germany contniues to be essentially an autocracy, though heavily veiled by constitutions and parliaments."

That is the firm conviction of Prof. J. Salwyn Schapiro of the department of history at the College of the City of New York, who has been a close student of contemporary European history. Although Prof. Schapiro is still a young man, he has written and lectured extensively on current European politics. By study and observation in trips abroad he has acquired knowledge of how statesmen and rulers play the game of government and can therefore draw correct conclusions by viewing modern trend in the light of past performance.

Speculation has been rife and forecasts have been abundant as to the far-reaching effects the revolution will have on Russia. The question of its effects on the rest of Europe has been barely discussed. Yet undoubtedly the effects will be great. That is why Prof. Schapiro was asked to give his opinion on that phase of the subject.

Prof. Schapiro took up in detail the probable and the possible effects of the Russian revolution upon Germany, especially the possibility that the contagion of revolt would spread to that country, upon Austria and upon the Balkan question, and briefly surveyed the revolution in the light of the French revolution and the previous Russian attempt in 1905.

Unlike others who have delved into the subject Prof. Schapiro does not believe a revolution in Germany will follow the Russian revolution immediately or even in the near future. He does believe, however, that the success of the Russian democrats has destroyed one of the main props of the Prussian autocracy, since a democratised Russia removes the fear of barbarian Slavic hordes invading Germany, ever the bugbear used to frighten the German people into submission to despotism.

"The Russian revolution will not cause a revolt in German," declared Prof. Schapiro, in reply to a request for his opinion on that phase of the question. "It will bring it a little nearer, but that is all. There will never be a revolution in Germany until she is beaten and she knows it." Then with a hearty emphasis: "And there will never be 'Peace on earth, good will towards man' as long as Germany remains unbeaten.

"Since the formation of the empire the one reply of the junkers to those who wished to establish a democratic regime was 'We have made Germany and we have made her great. If you rise in revolution we will crush you as we have crushed the fatherland's enemies. Should you by chance succeed, your success would sound the doom of a united Germany, for the enemies that surround us on all sides will take advantage of a German revolution to reduce our country to its former impotence.'

"That the junkers stood guard over the fatherland was the view even of those who hated them, and for that reason they were permitted to hold despotic sway unchecked. But once they prove incapable of defending the empire then, and then only, will the German masses rise."

Next in reply to request for a comparison of conditions in Germany with those in Russia, Prof. Schapiro said:

The situation in Germany is unlike that in Rusia. One of the principal of the immediate reasons for the Russian revolt, the one that swayed the army, was patriotism. Tsar Nicholas was suspected of being a traitor, therefore it was patriotic to revolt against him; but the Kaiser is patriotic.

"Then, too, the middle class of Germany, unlike the middle class of Russia and other European countries, is very reactionary, the most reactionary in all Europe. That makes the probability of a revolt remoter, for the reactionary middle class of Germany is less affected by revolutionary spirit.

"As long as the autocracy in Germany is patriotic and victorious there will be no revolution in Germany," he continued. "If Germany wins the war autocracy will be strengthened, for if it preserves her against the world its position cannot but be strengthened.

"Democracy demands the defeat of Germany, but not her destruction. In the event of an attempt to crush her the indestructible instinct of a united and patriotic people would strengthen the hold of the junkers, since the Germans would now be fully convinced that the war was started by a conspiracy of the other nations envious of Germany's greatness and the conflict would go on until Europe relapsed into a state of barbarism."

"What effect do you think the Russian revolt will have on Austria," was the next question put to Prof. Schapiro.

"To understand the effect on Austria," was his answer, "you must first understand the policy that actuated Austrian diplomacy.

"The great fear of Austria has been disintegration through Pan-Slavism. This feeling was also shared by Hungary, who although hating the Austrians, yet clung to them for protection against the common Slav danger. The dual monarchy is really a union of two governing races, the Germans in Austria and the Magyars in Hungary, against the Slavic peoples who constitute a majority in the Hapsburg dominions.

"The Pan-Slavic movement was largely the work of a small but influential class in Russia whose members were enthusiastic supporters of the Tsar. In one sense it was an expression of the idealism of the Russian people who wished to save their 'little Slav brothers' from the tyranny of Austria and Turkey. This sentiment was associated with the practial object of getting Constantinople, which has been the chief point in Russia's foreign policy since Peter the Great.

"As early as the Congress of Berlin in 1878 the fear of Pan-Slavism was evinced by Austria. Up to that time there was an alliance organised by Bismarck called the Dreikaiserbund, consisting of Russia, Austira and Germany. The Congress of Berlin broke up the league of the three Emperors because of Russian-Austrian rivalry in the Balkans. Bismarck was forced to choose between Austria and Russia. He favored Austria mainly because a union with Austria offered a solid front of Teutonism against Slavism.

"The real basis for Austria's adherence to Germany in spite of past rivalries and wars with Prussia was the fear of disintegration brought on by a revolt of her Slavic subjects encouraged by Russia. Were this to happen German armies would become the prop of the Hapsburg throne. The growing spirit of nationalism among the Slavs in southeastern Europe frightened Austria into still closer union with Germany. She now clung frantically to her Teutonic sister as her only savior.

"The Russian revolt will have the effect of quieting the fears of Austria and Hungary regarding the disintegration of their dominions and might consequently loosen their relations with Germany. It is rather likely therefore that Austria-Hungary may soon be making a separate peace with Russia. Russian democracy, intent on domestic reform and on solving the problems of the nations within her borders, the Poles, the Finns, the Jews, will have little time and thought for Pan-Slavism, which was essentially a policy fostered by the autocracy in order to appeal to the imaginations of the Russian people.

"The effect of the revolution on the Balkans will be similar. Russia was primarily responsible for the disintegration of Turkey. As I have already stated, she had two motives for warring upon the Sultan, an idealistic one, the liberation of her 'little Slav brothers,' and a practical one, the capture of the 'window on the Mediterranean,' Constantinople.

"She succeeded in her idealistic aim. Through her mainly the various Slav nations in the Balkans secured their independence. But she did not succeed in her practical aim of gaining Constantinople.

"After the Russo-Turkish war of 1877 she turned in disgust to find a window on the Pacific, Port Arthur. Here she was again checkmated, this time by Japan. Then it was that the dream of gaining Constantinople revived.

"In the meantime the Balkan nations had split into rival camps, the protagonists being Bulgaria and Servia. The former, whose very existence is due to Russia, nevertheless became tied to Austria and Germany through economic relations. But the latter in her desire to annex Bosnia-Herzegovina, inhabited mainly by Serbs under the Austrian flag, sought the help of Russia, who once more entered Balkan politics with zest because through Servia she hoped to exercise dominant influence in the Near East.

"That is why she backed Servia against Austria. If Servia had accepted Austria's ultimatum of 1914 she would have become her vassal and all hope of Russian influence in the Balkans and progress to Constantinople would have ended.

"Russian democracy will be just as insistent on getting Constantinople as was Russian autocracy, but it will depend more on the support of the Allies than on intrigues in the Balkans. The war has bestowed the position of arbiter of the destiny of the Near East upon all the Allies. The Russian revolution and the consequent death of Pan-Slavism will have the effect of turning Balkan aspirations toward all of Europe instead of Russia alone."

"How does this Russian revolution compare with the one in France in 1789?" Prof. Schapiro was then asked.

"There is little similarity between the French revolution and this latest one in Russia," he replied, "except this one thing, that both were national and patriotic as well as political uprisings. King Louis XVI. of France and his courtiers by calling upon the monarchs of Europe for help against the people had turned traitors, just as it was suspected that Emperor Nicholas and his court had sold out to Germany. That is as far as the resemblance goes. The differences are more striking.

"In the first place the revolution in Russia was a coup d'etat, that in France a popular uprising. The aims of the French revolution were a solial re-construction, the re-distribution, of property and the re-organisation of the legal educational and religious institutions as well as the establishment of democratic government. As yet the Russian revolt has limited itself to the latter only.

"In France there were two antiroyalist parties, the democratic Girondins and the radical Jacobins, who corresponded respectively to the Liberals and the Socialists in Russia today. The French revolution fell into the hands of the Jacobins and the Reign of Terror followed. Up to the present it is the moderates who are in control in Russia.

"History has shown that revolutions are won by two classes who join to oust the one in power. The French revolution was won by a combination of the middle and lower classes against aristocracy. The reform bill of 1832 in England, which was a sort of English revolution, was won in a similar manner. As to the revolutions all through Europe in 1848, wherever they succeeded it was because of such a combination; wherever they failed it was because the combination did not hold.

"The revolution of 1905 in Russia failed for the reason that the working class, encouraged by the crumbling of aristocracy after the Russo-Japanese war, had become socialistic and determined to have two revolutions at the same time, a political revolution to etsablish democracy and a social revolt to establish socialism. This frightened the middle class into going over to the side of autocracy and the revolution was suppressed.

"Milyukoff in 1905 had tried to keep the classes together. He failed for the reason I have just stated. This tihe he seems to have succeeded, and the inclusion of Kerenski, a Socialist, in the Cabinet would indicate the union. Evidently the working classes have become moderate and are willing to see democracy established now and socialism deferred to some future time.

"Another important feature of this revolt is the part that the army played in it. Under modern conditions of standing armies popular uprisings are doomed to failure unless they secure the support of the troops. All successful revolts in recent times have been primarily due to the active aid of the army, as was the case in the Portuguese, the Chinese, the Turkish, the Persian and now the Russian revolution. Where the army was hostile they failed, as was the case in the Russian revolt of 1905, which was put down by the troops in spite of the fact that they were discredited and even disorganised by the defeats in the war with Japan.

"The main reasons why the Russian army backed up the Russian revolution are first, that it was primarily a patriotic affair and consequently appealed to the soldiers. Then the terrific slaughter of the first years of the war had thinned the ranks of the officers, who had come mostly from the aristocratic ranks of society. The new officers had, of necessity, to be recruited from the middle classes, who in Russia are inclined to liberty if not to radicalism. To a large extent therefore the army had become bourgeois instead of aristocratic."

"But why," Prof. Schpairo was asked, "can't the same thing happen in Germany?"

"It is not likely," he answered, "because all classes of the German people have been so militarised, to an extent that does not prevail in any other country, that even were the German army officered by the middle classes its temper and spirit would still be aristocratic.

"But when all is said and done the importance of this revolt lies in the future. It is portentous for the future. At a stroke 160,000,000 people broke the fetters that had bound them for centuries. Even if they go no further than merely establishing a democratic form of government it will have the effect of hastening the day when popular rule will be universal."

INDOOR SPORTS By Tad

W——AH——
WELL· I'LL TELL THE WORLD FAIR THAT I'M DONE AFTER THE NEXT DEAL- I'M ALL IN- GOTTA GET UP EARLY-
AIN STICK AROUND AWHILE WILL- WOTT AN HOUR OR TWO
IT ONLY THE FRINGE OF THE EVENING
WHADDYE WANNA DO - EH - THROW A MOTH IN ON THE PASTIME?
THROW A BONE OVER NEAR HIM FRANK- HE'S GONNA DOG IT SURE
I KNEW IT - I KNEW IT - OH HE'S A 40 MINUTE EGG - HE ALWAYS PULLS A NAP JUST AS THE WALTER DROPS THE CHECK-
EGG!! SAY HE BOUGHT CARFARE FOR 3 OF US ONE NIGHT - AND WE BROKE RIGHT OUT IN A RASH -
STALL AGAINS
INDOOR SPORTS
LISTENING TO THE BIRD WHO IS AHEAD TRY TO MAKE HIS GETAWAY WITH THE ROLL.
TAD

A DAUGHTER OF PURITANS

Caroline Stickney Creevey's Story of New England in the '50s.

A very delightful and restful, true story of the 1850's in New England is included in "A Daughter of the Puritans" (Putnams), the autobiographical work of Caroline A. Stickney Creevey. It was in the little village of Rockville, in Connecticut, that Mrs. Creevey passed the years of her girlhood, her parents having returned to the East after a disappointing immigration to Michigan.

Little Miss Stickney was the child of two thorough and literal believers in the Bible and the Gospel, and her early thoughts and experiences were strongly affected by her religious environment. She remembers Christmas ceremonies limited ky the conviction that they savored too much of Popery. New Year's was the day for making presents. Thanksgiving was the big ceremonial day of the year. Regarding this last occasion:

"The minister and his family were generally included among the guests. Great and exciting preparations were begun days in advance. I stoned raisins, beat up eggs, helped to stir the cake and make the mince and pumpkin pies. We also had English plum pudding. On Thanksgiving Day father took the sleigh, if snow was on the ground, otherwise the buggy, and drove to some houses of poor families, leaving a chicken with a bunch of celery and other vegetables."

The great day closed with prayers and with a very tired child being carried off to bed asleep.

At Wheaton Seminary our autobiographer was a pupil in English literature to Lucy Larcom, of whom she writes as a most enthusiastic instructor in the works of master minds of our tongue.

"She was a poet," we read, "and her face often glowed with the fervor of her thought. She had little patience with dull or uninteresting members of the class, but to one who cared as she did about her subject she would give of the whole richness of her knowledge as to an intimate friend.

"I often went in her room after school hours and in the evenings, and sat on a little stool at her feet, enraptured with her conversation and her personality. She was never trivial, although possessing a strong sense of humor which made her eyes twinkle while she laughed till she shook."

Before her marriage our author was herself a teacher. On the fiftieth anniversary of her graduation from Wheaton, occurring in 1913, Mrs. Creevey revisited the old school and proclaimed herself in some ways as young as the girls who realised with wonder her age.

JUST ARRIVED
South African Tobacco

Manufactured by Taddy & Co., Cape Town, South Africa.
High-class pipe tobacco retailed in the following sizes and prices:—
"Royal Charter" Smoking Mixture in tins of ¼ lb..... $0.75
"Outpost" Smoking Mixture in tins of ¼ lb..... $0.60
"Buffalo" Transvaal Tobacco in 2 oz. Bags, $0.20 per bag
Once tried, always liked. Order early as the above is only a small trial shipment.

TABAQUERIA FILIPINA
34 Nanking Road.

WHITE LEGHORN EGGS FOR SETTING.
From selected pens, true to standard, yellow legs, tip-top winter layers.
Eggs $2.75 setting. Thousands of birds for sale. Anyone interested in poultry is invited to inspect our farm.
Kiangnan Poultry Farm
Chun Hsin Road [back of the S. N. Railway Station]

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.
SHANGHAI NORTH dep.	7.55	..	8.20	9.00	12.50	15.20	23.00
SOOCHOW.....dep.	9.41	..	11.02	12.13	14.57	18.13	1.08
WUSIH.....dep.	10.31	..	12.21	13.43	15.52	19.41	2.10
CHANGCHOW.....dep.	11.52	6.50	13.42	15.01	16.47	20.45	3.10
TANYANG .....dep.	12.09	8.03	14.59	16.14	17.43	..	..
CHINKIANG .....dep.	12.52	8.59	15.57	17.18	18.32	..	5.06
NANKING .....arr.	14.15	10.55	17.50	19.25	20.05	..	6.50
NANKING FERRY ..arr.	14.10	..	..	..	..	..	..
PUKOW .....dep.	8.15.30	T.P.R Second Day P.M.R.	..	..	..	..	..
TSINANFU .....dep	8.06		..	..	..	..	..
TIENTSIN .....arr.	16.31		..	..	..	..	..
CENTRAL .....dep.	17.00		..	..	..	..	..
PEKING .....arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R.		Night Express R.S.
PEKING .....dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN .....arr.	..	..	..	..	11.10		..
CENTRAL .....dep.	..	..	..	..	5.12.00		..
TSINANFU .....dep.	..	..	..	..	20.31	T.P.R Second Day	..
PUKOW .....arr.	..	..	..	..	13.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING .....dep.	..	7.00	7.30	11.15	14.20	15.55	23.00
CHINKIANG .....dep.	..	9.05	9.52	12.59	16.01	18.25	1.00
TANYANG.....dep.	..	9.57	10.51	12.40	16.38	19.19	..
CHANGCHOW. ....dep.	6.20	11.14	12.23	14.52	17.38	20.30	3.06
WUSIH.....dep.	7.31	12.22	13.46	15.58	18.31	..	4.11
SOOCHOW.....dep.	8.46	13.40	15.08	16.55	19.28	..	5.12
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.20	..	7.00

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.55	8.15	10.45	13.10	14.40	16.20	17.10	19.55	22.10
KIANGWAN dep.	7.22	8.42	11.12	13.37	15.07	16.47	18.37	20.22	22.37
SHANGHAI NORTH ..arr.	7.30	8.50	11.20	13.45	15.15	16.55	18.45	20.30	22.45

SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.50	17.25	19.10	21.30
KIANGWAN dep.	6.28	7.46	10.16	12.28	14.11	15.41	17.36	19.21	21.43
WOOSUNG FORTS..arr.	6.50	8.10	10 40	12.50	14.35	16.05	18.00	19.45	22.06

Chefoo, North China
ASTOR HOUSE HOTEL
AND ANNEXE
(Hotel Francais)

The leading hotel in Chefoo. Delightfully situated, facing the sea.

Comfortable single and double bedrooms, with bathrooms attached.

First class cuisine, under foreign supervision. Selected cellar.

Large dining room and terrace facing the sea recently built Electric light. Cinema.

E. BERRUCHON,
Manager.

37.4

WE
SELL LAND
COLLECT RENTS
NEGOTIATE LOANS
INSURE PROPERTY
CHINA INVESTMENT CO.,
18 NANKING ROAD,
'Phone 4757

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North.....dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield .....dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Siccawei .....dep.	....	8.10	9.25	10.35	....	14.34	....	....	....
Lunghwa Junction .....dep.	....	8.28	9.48	11.00	....	14.52	....	....	....
Shanghai South.....dep.	....	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction.....dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Sungkiang .....dep.	....	9.13	10.55	12.10	....	15.28	17.47	....	....
Kashai .....dep.	....	10.03	11.58	13.33	....	16.15	18.57	....	....
Kashing .....dep.	7.20	10.35	12.36	14.16	....	16.46	19.30	....	....
Yeh Zah .....dep.	8.08	11.14	13.20	15.15	....	17.21	....	....	....
Chang An.....dep.	9.00	11.49	14.04	16.10	....	17.55	....	....	....
Hangchow..... .....dep.	10.38	12 53	15.26	17.47	....	18.54	....	....	....
Zah Kou.....arr.	11.00	13.09	15.45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou .....dep.	....	....	....	6.45	8.10	....	8.55	14.15	16.00
Hangchow .....dep.	....	....	....	7.15	8.40	....	9.33	14 40	16.38
Chang An .....dep.	....	....	....	8.15	9.56	....	11.03	15.28	17.57
Yeh Zah .....dep.	....	....	....	8.52	10.40	....	12.30	15.57	18.36
Kashing .....dep.	....	....	7.25	9.40	11.30	....	14.07	16.38	19.46
Kashai .....dep.	....	....	8.00	10.05	12.00	....	14 47	17.01	....
Sungkiang.....dep.	....	....	9.18	10.57	13.03	....	16.13	17.49	....
Lunghwa Junction.....dep.	*8.35*	*9.55*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	....
Shanghai South.....arr.	*8.53*	*10.13*	*10.56*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction.....dep.	....	....	....	11.44	14.07	.. .	17.22	18.32	....
Siccawei.....dep.	....	....	....	11.53	14.17	....	17.32	18.42	....
Jessfeld .....dep.	....	....	....	12.01	14.26	....	17.41	18.51	....
Shanghai North .....arr.	....	....	....	12.20	14.45	....	18.00	19.10	....

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao.. dep.	7.05	8.30	11.05	14.05	16.05	18.15
Ken Shang Mun. dep.	7.25	8.50	11.20	14.21	16.20	18.29
Hangchow..... dep.	7.35	9.05	11.35	14.31	16.37	18.37
Zah Kou..... arr.	....	9.25	11.55	....	17.00	....

Zah Kou..... dep.	....	9.40	12.20	....	17.15	....
Hangchow..... dep.	7.45	10.05	12.50	14.55	17.40	18.50
Ken Shang Mun. dep.	8.00	10.28	13.05	15.10	17.52	19.02
Kon Zen Chiao.. arr.	8.13	10.35	13.18	15.23	18.05	19.15

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, May 19, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate G.$1.00 @ $5 ⅛ = Tls. 1.16 @ 72.9 = Mex.	$1.59
Mex. Dollars, Market rate	72.675
S'hai Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1792
Sovereigns:	
Buying rate @ 3/6¼ = Tls.	5.68
Exch. @ 72.9 = Mex. $	7.75
Peking Bar	297.5
Native Interest	.02

Latest London Quotations

Bar Silver	37 ⅞ d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.16
Ex., N. Y. on London T.T.	$476 ⅛
Consols	£ —

Exchange Closing Quotations

London	T.T.	3-6 ½
London	Demand	3-6 ⅝
India (nominal)	T.T.	261
Paris	T.T.	481 ½
Paris	Demand	482
New York	T.T.	84 ¼
New York	Demand	84 ⅜
Hongkong	T.T.	68
Japan	T.T.	60 ¾
Batavia	T.T.	203 ½

Bank's Buying Rates

London	4 m-s. Cdts.	3-7 ⅛
London	4 m-s. Docy.	3-8 ⅛
London	6 m-s. Cdts.	3-8 ⅛
London	6 m-s. Docy.	3-8 ⅛
Paris	4 m-s.	497
New York	4 m-s.	87 ⅝

The following are the Customs Rates of Exchange to the end of May:—

£1 = Hk. Tls.	5.03
Hk. Tls. 1 = Francs	5.40
" " 1 = Marks	4.41 (nom.)
Gold $ 1 = Hk. Tls.	1.06
Hk. Tls. 1 = Yen	1.35
" " 1 = Rupees	2.98
" " 1 = Roubles	3.29
" " 1 = Mex. $	1.50

Stock Exchange
Transactions

TODAY'S QUOTATIONS

Shanghai, May 19, 1917.

Official

Trams "B" Tls. 73.50
Telephones Tls. 84.50
Ayer Tawah Tls. 28.00
Batu Anams Tls. 1.30
Consolidated Tls. 3.10
Java Consolidated Tls. 22.50
Kroewoeks Tls. 19.75
Sungei Duri Tls. 11.50
Chengs Tls. 3.20
Sua Manggis Tls. 7.00

Direct

Shanghai Pahangs Tls. 1.80

Sharebrokers' Association
Transactions

BUSINESS DONE

Shanghai, May 19, 1917.

Official

Anglo-Javas Tls. 10.50 cash
Batu Anams Tls. 1.25 cash
Kelantans Tls. 0.97½ cash
Java Consolidated Tls. 22.50 cash
Batu Anams Tls. 1.30 May
Kroewoeks Tls. 19.75 cash
Shanghai Pahangs Tls. 1.80 cash

Direct

Kotas Tls. 10.00 cash
Batu Anams Tls. 1.25 cash
Yangtze poo Cotton Tls. 5.75 cash
Padangs Tls. 15.00 cash

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 11th inst.

White Silk.—Apart from a few balance lots of Tsatlee New Style there is no business to report, the market being practically bare of stock.

Green Kahings.—White Swan 1, 2, 3, Tls. 553 av.

Tsatlee New Style.—Gold and Silver Elephant Ex. 1, 2, Tls. 705 av. Gold Stork 1, 2. Gold Phoenix Ex. 1. Gold Buffalo Ex. 1. Carriage Ex. 1, all at Tls. 690 av.

Yellow Silk.—Last English mail took 500 bales for India on basis of Mienchews Tls. 380. Kopuns Tls. 345. Chappa Tls. 420. L. S. D. Tls. 405.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The market has been somewhat brisker during the past week chiefly in Rubbers, Cottons and Docks. A considerable volume of business has been done in these classes with the result that rates generally closed somewhat higher. Shanghai Docks improved to Tls. 92½ sales, at which price they are in request. Cottons continue very firm at current quotations. The tone of the market generally shows a distinct improvement upon that of last week.

"BICKERTON'S"
PRIVATE HOTEL
Established 20 years.

161 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 50 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1371.

Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:

There is nothing to report, either locally or as regards fresh business. In grey shirtings, prohibition in Great Britain regarding the use of flour in the sizing, which is now in force as regards any new contracts entered into, will make it well nigh too difficult to do business, as it cannot be done upon the usual standards that the Chinese are used to buying. It would take a long time to convince them that a cloth weighing perhaps eight pounds was in reality the same article they used to buy as a ten pound shirting, and long before they might have been able to realise the fact, it may be hoped that the war will have become a horror belonging to the past.

Grey Shirtings 8¼ lbs.—Market quiet but steady, with a small business to report in Black Mandarin at Tls. 4.05, "See Pao Say" at Tls. 4.05, and Green Mandarin at Tls. 3.75. Auction prices ruled fairly steady.

4 lbs. to 7 lbs.—A sale of Blue Eagle 7 lbs. is returned at Tls. 3.00.

9 lbs. to 11 lbs.—We have no business to report except in the auction qualities, which went at slightly lower values in most cases.

12 lbs. 36 inches.—There is still very little demand for these and we hear of only one transaction in Blue Round Dragon at Tls. 6.75. Auction prices were fairly steady.

Jeans.—Enquiries are fairly plentiful but are extremely difficult to fill owing to scanty supplies. Sales are made public in Three Stagheads, 40 yards at Tls. 7.00, and 30 yards at Tls. 5.20, and Eagle and Globe, 30 yards at Tls. 4.10.

White Shirtings.—Prices remain practically unchanged, and moderate sales of the following are reported:—Blue Dragon at Tls. 8.00, Nine Stags at Tls. 8.00, Blue Horse at Tls. 6.80, Flower No. 1 at Tls. 6.10, No. 2 at Tls. 6.15, No. 3 at Tls. 5.95, Two Buffaloes at Tls. 6.45, Mandarin (Japanese mak) at Tls. 6.45, and Nine Boys at Tls. 5.25. The auction prices show slight fluctuations both ways.

Drills and Sheetings.—A small demand has set in for Sheetings and values are firmer, with business made public in the following:—

American: Abbey Three Rabbits at Tls. 5.45, Packet Centaur at Tls. 5.15, Orr A at Tls. 5.15, and Buffalo A at Tls. 5.17½.

Japanese: Nine Dragons at Tls. 4.55, and Dragonhead at Tls. 4.50.

Dyed and Fancy Cottons.—The auction goods were firm all round, more especially the Fast Black Cotton. Lastings which at today's sale advanced two to four mace per piece.

Cotton.—Our market is quite steady for local grades, but while there is not much change in quotations the undermuch change in quotations the underfollows: Tungchow at Tls. 31.00, Hour chop Tls. 29.80 to Tls. 30.00. Steam Ginned and Ordinary Shanghai at Tls. 30.00 to Tls. 29.50. Ningpo Cotton at Tls. 28.50. Shensi at Tls. 31.50 to Tls. 32.00.

American and Indian Cotton have advanced on the Liverpool market, and quotations are cabled by Reuter as follows:—Midding American at 12.97d., Egyptian at 26.25d. and F.M.G. Bengal at 10.65d.

Local Yarn.—Our market is quite strong, and a few sales are reported at advanced rates, viz:

14s. 200 Bales Clouded Dragon at Tls. 113.50. 50 Bales Four Hee at Tls. 118.25.

16s. 400 Bales Two Tiger at Tls. 122.75 to Tls. 124.00. 300 Bales Man and Clock at Tls. 125.00. 300 Bales Wedding Chop at Tls. 120.00 to Tls. 122.00.

20s. 500 Bales Watermoon at Tls. 134.50 to Tls. 136.00. 200 Bales Nine Men and Tiger at Tls. 135.00, market closing strong with very few sellers.

Indian Yarn.—Market a shade lower but rather more active, there being moderate sales to report of the following:—

No. 10s.—50 Bales Sorab at Tls. 104.25. 75 Bales Tricumdass at Tls. 104.00, and 75 Bales Tiger and Tree at $105.25.

No. 12s.—200 Bales China Mill at Tls. 102.50, 400 Bales Currimbhoy at Tls. 102.50-102.75. 200 Bales Herald Office Tls. 102.75-103.25, and 100 Bales Moon at Tls. 102.50.

No. 16s.—50 Bales Sales Swan Mills at Tls. 117.00.

Japanese Yarn.—Prices have advanced two to four taels per bale and the market is firm at the advance, sales to report being:—

No. 16s.—150 Bales Woman and Boat at Tls. 126.50, 100 Bales Standing Horse at Tls. 126.50, 100 Bales Three Horses at Tls. 125.00, and 100 Bales Warship at Tls. 124.50.

No. 20s.—400 Bales Fisherman at Tls. 132.00.

COTTON MARKET

Reuter's Service

London, May 17.—Today's cotton prices were as follows:—

M'd-American Spot	13.03d.
May-June	12.51d.
October-November	11.89d.

BANK OF ENGLAND

Reuter's Service

London, May 17.—According to the Bank of England return, the proportion of reserve to liabilities is 20 per cent.

Bank of England rate of Discount 5%.

The China Mutual Life Insurance Company, Ltd.

Copies of the Directors' Report, Revenue Account and Balance Sheet may be obtained on application in person or in writing to the Managers

Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risks at Current rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
C. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Pondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais, Banque de Pari et des Pays-Bas; Credit Industriel e Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement

L. ARDAIN,
Manager

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital .... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate
Branches at Peking, Tientsin Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Darr, Esq.
W. L. Pattenden, Esq.
Hon. Mr. E. Shellim.
Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved securities, and every description of banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: Petrograd.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
Chefoo	Newchwang	Vladivostock
Dalny	Nicolayowsk	Yokohama
	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposits Boxes.

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 200,000.00
Reserves	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.0

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

Head Office: Peking.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Talyuen, etc., etc.

SHANGHAI BRANCH,
3 Hankow Road.

Loans granted on approved securities. Local bills discounted. Interests allowed on Current, Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.
Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION.
Manager
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(*Established* 1880.)

Head Office: Yokohama, Japan.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	" 30,000,000
Reserve Fund	" 20,800,000

London Bankers:
Union of London & Smith's Bank.
The London Joint Stock Bank.
Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthu
Bombay	Lioyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus	U.S.$6,500,000.00
Undivided Profits	1,010,000.00
	U.S.$7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E.C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager
1a Kukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(Netherlands Trading Society.)

Established 1824.

Paid-up Capital—	
Guilds 60,000,000	(about £5,000,000
Reserve Fund—	
Guilds 9,925,431	(about £827,120

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

Head Office, 15 Gracechurch Street London, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore.	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.
7 Nanking Road.
9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kuping Taels 10,000,000

Head Office: Peking.
50 Branches and Agencies at principal commercial places in China.
SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
1 Kiukiang Road

Capital (Paid-up)	Yen 15,000,000
Reserves	Yen 1,470,000
Deposits	Yen 120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General, Foreign Exchange Business, Travellers' and Commercial Letters of Credit. Correspondents throughout the World.

S. KASAHARA,
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Comprador Office).

中 孚 銀 行
Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Peking	Tientsin
Shanghai	Hankow
Nanking	Pengpu
Hsuchow	Chinkiang
Yangchow	Hangchow
Ningpo	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

Business and Official Notices

SUMMER SUITS

Hand-tailored, American Styles for hottest weather.
White Serge, Shantung Silk, White Drill, Flannels
Hard Woven, Hard Wearing Material.

Thom Shing, Tailor

G19 Tiendong Road, near Broadway.

Triangle Commercial Co.

149 California Street, San Francisco, California, U.S.A.
Importers, Exporters and Commission Merchants.

Direct Chinese Business Solicited.

直接招攬中國生意

Cable address: "TRICOMCO"
Correspondence invited.

13813

A. D. C.

MILITARY MUSICAL MEDLEY

In aid of

British Women's Work Fund

24th, 28th, 29th and 31st May, and 2nd June

Booking now open at Moutrie's

Usual Prices.

Performance on Thursday, the 31st May, in aid of Funds for Xmas Gifts to Volunteers from China.

Performance on Saturday, 2nd June, in aid of Blind Soldiers and Sailors Fund.

13744

Russian 5% Internal Liberty Loan, 1917.

Subscription to the LIBERTY LOAN is opened in Russia up to the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax and other taxations.

The Loan is issued for 55 years, and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 16/29 of March, 1927.

Coupons are payable in Russia half-yearly, on the 16/29 of March and 16/29 of September.

Interest on the loan runs from the 16/29 of March, 1917: interest from that date will be added to the price of issue.

The Russo-Asiatic Bank, and its Branches in China, Japan and India, are ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

L. JEZIERSKI,
Manager.

13616

Depots are open for the sale of Machine Made ICE at

Hongkew Market	6 to 10 A.M.
Maloo Market	
Wayside Market	
8 Thorne Road	4 to 6 P.M.
69 Yangtszepoo Rd.	

10 lbs. Ice will be given in exchange for a METAL CHECK.

CHECKS are now on sale at the COMPANY'S OFFICES,

8 Thorne Road,
69 Yangtszepoo Road.

20 CHECKS PRICE $3.00

ICE DELIVERED 2 cents per lb.

Arrangements regarding deliveries can only be made through HEAD OFFICE,

8 THORNE ROAD.

SHANGHAI ICE & COLD STORAGE COMPANY, LIMITED.

13663

ABEL AND LINGSU
CHEMICAL WORKS,
Hentung Road, Chapei,
Manufacture the best
DISINFECTING FLUID
and sell at the cheapest prices.

½ gall. tin $0.95
1 gall. tin $1.60
40 gallons to the barrel.

13775

IF YOU WISH to have good results in Developing and Printing your Films, send to **THE ASIA PHOTO SUPPLY CO.** 135-A, Szechuen Road. 'Phone No. 1647.

13332

For Sale or to Let From 1st May

No 50 Route Doumer—modern residence, furnished or unfurnished, standing well back from the road, containing: Hall, Billiard-room, three entertaining rooms, seven bedrooms, five bathrooms and Boxroom. Garage, stabling for four horses; well developed grounds, tennis lawn (four courts), croquet lawn and rosary. Altogether about 20 mows of land.

For inspection apply to:
STIRLING FESSENDEN.
3 Hongkong Road.

13674

The Hwa Yeng Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our price for which is fixed at the very moderate figure of 50 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.
Nos. 11, 13 and 15 Route des Soeurs
French Concession.
Shanghai, March 5, 1917.

HOUSE TO LET

ON ROUTE DE ZIKAWEI, a large seven-room house, with kitchen, laundry, servants' quarters, and garden, complete with electric fittings. Ready for immediate occupation. Rental forty taels. Apply to

China Investment Company
Phone 4757. 13 Nanking Road.

M 25

NOTICE

I have this day taken into partnership with me Mr. Robert Thomas Bryan, Jr., A. B., L. L. B., University of North Carolina. On and after June 1, 1917, the firm name will be Allan & Bryan, Attorneys and Counsellors-at-Law, 6 Jinkee Road.

A. S. ALLAN.

13863

International Savings Society
HEAD OFFICE
5 Avenue Edouard VII

WHERE and HOW can one invest money?

We offer you an **opportunity to place money with absolute safety and a possibility of large return.**

For particulars apply to the General Managers;
J. BEUDIN
and
M. SPEELMAN

Telephone 3929

Representative will call on request.

Dr. S. Nakanishi
Veterinary Surgeon
Y-A 4 Barchet Road,

wishes to inform patrons that this telephone number has been changed to North 611 from April 1, 1917.

13239

ON THE PRINCIPLE OF Small Profits, Quick Turnover

We offer the following goods

Linen and Cotton Sheeting, Damask Tabling, Towels, Curtain Material, Longcloth, Madapollam, Nainsook, Piques, Voiles and Muslins, Underwear, Silk Stockings, Socks, etc., etc.

H. G. HILL & CO.
119 Szechuen Road
(Opposite Chinese Post Office)

KINGMAN & BROS.
DENTAL-SURGEONS
of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery,
Philadelphia, U.S.A.,
Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

13700

W. ASSOMULL & CO., Indian Store
No. 4, Broadway,
(Opposite Astor House)

Dealers in:
Indian, Chinese and Japanese Silks, Fancy Articles, Carpets, Rugs, Indian Muslin, Damascene, Brass Ware, Etc. Inspection cordially solicited.

A large assortment of Chefoo Laces.
Tel. No. 2611.

13212

NEW NINGPO HOTEL

Facing the Bund, and within a minute of the steamers.

Large, airy, comfortable rooms, newly decorated and furnished.

First-class cuisine
Moderate rates

Houseboats provided, including meals and servants, at specially cheap rates, for trips to the Lakes, etc.

K. NAKAMURA,
Manager

13695

Packed House Hears Paul Dufault

There was not an unoccupied seat at the Olympic Theater last night, when Paul Dufault gave his seventh concert in Shanghai. The French-Canadian tenor has taken the public by storm, and not alone the musical public, for all classes were represented at last night's concert, and it is safe to say, there was not a single disappointed auditor in the whole vast assemblage.

M. Dufault was first heard in Bemberg's "Death of Joan of Arc." This was magnificently sung, with rare prodigality of tone; the tenor gaining a great effect in the climax, where the voice is lifted into the higher register. The pathos of the text was wonderfully revealed. Thanks to the management's forethought, English, as well as French auditors were able to follow the lines. The demonstration that followed must have been inspiring to the singer.

The grace of the old Italian ballad, "Love me or Not," won great favor. It was followed by "Si j'etais Jardinier," a dainty chanson by Chaminade, which was given with charming vivacity. Another popular favorite was "If thou wert Blind," sung with great purity and poetry of vocal tone. M. Dufault's sentiment never appears forced or insincere, it always seems to come from the heart. "Reveille," the closing number, was sung with fine martial spirit. In it M. Dufault exhibited his extraordinary breadth of control, his artistry of phrasing, and his faultless enunciation. It was a superlative effort, and aroused prolonged and insistent applause. A Dufault concert without encores would be impossible and last night's program was replete with extra items, given generously and meeting with great approval.

Miss Pauline Bindley sang the "Ernani Involami" as her opening number. In it her birdlike upper register charmed all her hearers. Vocally the aria was beautifully done. This petite singer's tone production is notable for its ease and freshness. The "Swing Song" was a delightful item, being given with a spontaneous buoyancy, in accord with the spirit of the song. "Three Green Bonnets" was also charmingly sung.

One of the great successes of the evening was the duet from "Carmen," where the singers' voices blended most harmoniously.

Mr. Ernest Empson again aided the singers to their best efforts by his sympathetic accompaniments. He was also heard in several solos, notably a Fantaisie Impromptu by Chopin, which he played with fine technique and much life.

Mr. Frederic Shipman, manager of the Dufault tour, makes an announcement, which will be heard with both pleasure and regret. This is to the effect that two farewell concerts will be given at the Olympic this week on Tuesday and Friday evening. Great pleasure will be aroused by this opportunity of hearing the tenor yet again, but regret will be caused by the fact that only two more concerts can be given, as M. Dufault sails for America next Saturday. To mark the occasion of his farewell appearance in Shanghai, the tenor has decided to make his Friday concert an all-request program. Those desiring special songs may address their "requests" to M. Paul Dufault, Astor House. All the requests will be carefully tabulated and the program made up from those numbers desired by the greatest majority. The booking for these two final concerts will open at Moutrie's tomorrow morning.

Story of the Turks' Flight From Persia

How The British Joined The Russians; A Bare-Footed Army; Healths Drunk

By Edmund Candler

Kizil Robat, April 2.—At noon today we met the Russians at Kizil Robat. The officer commanding our column, seeing their cavalry with the blue and white pennant, called up the Indian Lancers, who pushed forward, wheeled into line, saluted, and turned back, bringing the Russians into camp.

Our Allies had a hard task from Hamadan; through an inhospitable country over snow passes trodden into the consistency of ice, down into the burning heat of ravines, but they pressed hard on the heels of the Turk. On March 3, a day or two after the news of the occupation of Kut, the Turks fell back from the Assadabad Pass, 15 miles north-west of Hamadan, fighting a succession of rearguard actions until the 10th, when they held up the Russians at the Kara-su, where they had destroyed the bridge over the river.

The Russians captured Kermanshah on the 11th, the same day that we entered Baghdad. From Kermanshah the pursuit continued without a halt to Serinal-Kerind, where the Turk occupied strong previously prepared positions across a gorge. A rearguard action was fought for ten days. The enemy retired on March 30. The Russians, pursuing in close contact, arrived at Kasr-i-Shirin on March 31, and at Kizil Robat on April 2.

The road all the way from Hamadan was a defile between snowclad ranges which made a turning movement almost impossible, hence there was no opportunity of rounding up the Turkish rearguard, but owing to the relentless pressure of the pursuit the enemy suffered heavy losses in the retreat through artillery fire, sickness, and exhaustion. All the way the road was littered with dead mules, horses, camels, asses, and buffaloes. The Turks' ranks were thinned by typhus and their infantry were footsore, their light Hamadan boots only lasting a few days, and most of them were barefooted. The villages are full of deserters.

The country between Kermanshah and Khanikin is an uninhabited waste. Seven armies have passed through it in 10 months. Villages are abandoned, and supplies do not exist even in districts which are least exhausted. The two armies were dependent on a country that could barely support a brigade. Many Turks fell from exhaustion, and the cemeteries of every village show signs of new graves. Nearly 2,900 were counted at Kermanshah alone. The Cossack horses were fed on dry leaves and shrubs. There was no grain, and the troopers had been reduced to two chappaties a day.

At lunch we drank the health of the Russian Army. A motor convoy brought in bully-beef rations, biscuits, jam, and dates for the Cossack squadron. This Cossacks, a hard weather-beaten cheery crowd, were soon fraternising with our troops. The ride with short stirrups, toes down, heels up, leaning forward, their weight thrown on the stirrups. They wore jack boots and sheepskin caps. Besides their rifles they carried knives and curved Caucasian scimitars, without handguards. They came in at a walk, their small horses, which, mostly, are under 14 hands, being heavily laden and looking thin and spent.

They had crossed the Persian frontier at Kasr-i-Shirin and bivouacked last night 10 miles north-east of Kizil Robat. Their casualties during the whole march from Hamadan were not heavy.

Persia is now clear of the Turks and there are no enemy this side of the Dialah River. At Kermanshah remnants of French, Algerian, and Moroccan prisoners impressed for pioneer work, made their escape and joined the Russian troops. Many in the Turkish ranks were unwilling to accompany the retreat, and the people at Khanikin describe a scene in which batches of them were driven over the bridge by officers pointing their revolvers. The enemy demolished the European telegraph station at Kasr-i-Shirin, the Russian and British Consulates, and the Imperial Bank of Persia's premises at Kermanshah, and the bridges on the road.

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

from English into Chinese, and *vice versa*. Our translator is an expert with great experience. Translation is guaranteed. Speediness with satisfaction a speciality. Terms, from $5.00 per 1,000 words Catalogue Free. For particulars address:

CHUNG HWA TRANSLATION CO.
21 Foochow Road, Shanghai.
Telephone 1825.

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Amusements

TOWA CINEMA THEATRE
No. 3 Woochang Road (Near Chapoo Road)

Programme for Saturday, 19th, Sunday, 20th May

"JACK O' DIAMONDS"
Stellar Photo-play, portraying a powerful story of intense interest. IN SIX PARTS

"KITCHEN MECHANICS"
Comic Cartoon, by Goldberg

"LUKE JOINS THE NAVY"
Lonesome Luke comedy

Change of Programme Every Monday and Friday

Commencing Monday, May 21st
"THE IRON CALW"
The 9th and 10th Episodes, entitled:
"ARROWS OF HATE" and "THE LIVING DEAD"
FOUR REELS

Admission Prices:
1st class 30 cts., 2nd class 20 cts., 3rd class 10 cts.

TWO SHOWS
EVERY NIGHT: 7.15 and 9.15 p.m.
MATINEES on Sunday at 2.0 p.m.

AMUSEMENTS

OLYMPIC THEATRE

Frederic Shipman

ANNOUNCES

TWO FAREWELL CONCERTS

Tuesday, May 22 and Friday, May 25

by the Famous French-Canadian Tenor

PAUL DUFAULT

ASSISTED BY

PAULINE BINDLEY Soprano — **ERNEST EMPSON** Pianist

The Friday Concert will be an "All Request Programme." Those desiring special numbers are asked to send their "requests" to Paul Dufault, Astor House.

These will be positively the last opportunities of hearing Paul Dufault as he sails for America next Saturday.

Prices $3. $2. & $1. **Booking at Moutrie's**

TONIGHT
GRAND OPENING OF
SHANGHAI ISIS THEATRE
Jukong Road, Off North Szechuen Road Extension

"Unquestionably the latest and MOST MODERN Theatre in the Far East." Everything has been arranged and received the greatest attention for the comfort of our patrons and we guarantee to give refined entertainments showing the latest and up-to-date interesting Pictures.

PROGRAMME
For May 20th

Two Performances
Nightly 7 p.m. and 9.15 p.m.
Burns and Stull in the funniest comedy,
"TWO FOR A QUARTER"

The Serial Master Plot in 15 Episodes, 31 Parts, Entitled:
"THE MYSTERIES OF MYRA"

TONIGHT SHOWING
The 1st and 2nd Episodes, 5 Parts.

"DASH AND COURAGE"
Screaming Triangle Keystone Comedy in 2 Parts.

ADMISSION PRICES:

Stalls	20 and 30 Cts.
Dress Circle	50 ,,
Box Seat	70 ,,

CLARKE'S CIRQUE

TONIGHT at 9.15 p.m. TONIGHT
North Szechuen Road
(opposite The Public School)

All European Artists

Grand Matinee Today
at 5.30 p.m.
Reduced Prices to all Parts
BOOKING AT ROBINSON PIANO CO., LTD.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
— 21	..	New York via Panama	Tatsuno maru	Jap.	N. Y. K.
May 26	..	San Francisco	Tenyo maru	Jap.	Alexander
— 28	..	Tacoma & Seattle Wash	Manila maru	Jap.	O. S. K.
June13	..	Victoria B.C. & Seattle	Kamakura maru	Jap.	N. Y. K.
— 14	..	San Francisco	Nippon maru	Jap.	Alexander
— 26	..	San Francisco	China	Am.	G. I. Pet.
— 26	..	Victoria B.C. & Seattle	Shidzuoka maru	Jap.	N. Y. K.

FOR JAPAN PORTS

May 22		Kobe and Yokohama	Kamo maru	Jap.	N.Y.K.
— 23	11.30*	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.
— 24	12.30	Kobe and Osaka via Moji	Kasuga maru	Jap.	N. Y. K.
— 25	3.00	Nagasaki	Simbirsk	Rus.	R. V. F.
— 26	..	Nagasaki, Kobe & Yokohama	Tenyo maru	Jap.	Alexander
— 26	..	Nagasaki, Moji & Kobe	Omi maru	Jap.	N. Y. K.
— 29	..	Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N. Y. K.
June 2	..	Nagasaki, Moji and Kobe	Hakuai maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

June 5	8.30*	Liverpool etc.	Katori maru	Jap.	N. Y. K.
— 19	..	London etc.	Kamo maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

May 20	A.M.	Amoy & Swatow	Hsinchi	Chi.	C.M.S.N.Co.
— 20	10.00*	Hongkong & Canton	Anhui	Br.	B. & S.
— 20	10.00*	Swatow, H'kong and Canton	Esang	Br.	J. M. & Co
— 21	4.00	Ningpo	Hsin Peking	Br.	B. & S
— 21	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
— 21	P.M.	Wenchow via Ningpo	Kwangchi	Chi.	C.M.S.N. Co.
— 23	11.00*	Hongkong & Canton	Sunning	Br.	B. & S.
— 24	3.00	Ningpo	Changteen	Chi.	C.M.S.N.Co.
— 24	1.00	Takao via F'chow & K'lung	Kohoku maru	Jap.	O. S. K.
— 24	D.L.	Amoy, Hongkong & Canton	Shantung	Br.	B. & S.
— 24	2.00	Hongkong	Chicago maru	Jap.	O. S. K.
— 25	D.L.	Swatow	Taiwan	Br.	B. & S.
— 25	3.00	Hongkong	Kamakura maru	Jap.	N. Y. K.
— 27	D.L.	Hongkong & Canton	Yingchow	Br.	B. & S.

FOR NORTHERN PORTS

May 20	10.00*	Weihaiwei, Chefoo & T'tsin	Fungchow	Br.	B. & S.
— 20	10.00*	Antung	Wenchow	Br.	B. & S.
— 20	A.M.	Newchwang	Toonan	Chi.	C.M.S.N. Co.
— 21	..	Chinwangtao direct	Burrumbeet	Br.	K. M. A.
— 21	D.L.	Weihaiwei	Haihow	Br.	B. & S.
— 22	3.00	Weihaiwei, Chefoo & T'tsin	Shengking	Br.	B. & S.
— 22	noon	Dalny	Sakaki maru	Jap.	N. M. R.
— 22	11.00*	Tientsin & Newchwang	Paoting	Br.	B. & S.
— 22	noon	Weihaiwei, Chefoo & T'tsin	Koobshing	Br.	J. M. & Co
— 23	9.00*	Tsingtao	Sanyo maru	Jap.	S. M. R.
— 25	3.00	Vladivostock	Simbirsk	Rus.	R.V.F.
— 25	3.00	T'tsin & Dalny via T'tao	Keelung maru	Jap.	O. S. K.
— 26	10.00*	Weihaiwei, Chefoo & T'tsin	Fengtien	Br.	B. & S.

FOR RIVER PORTS

May 20	M.N.	Hankow etc.	Tachi maru	Jap.	N.K.K.
— 20	M.N.	do	Kiangkwan	Chi.	C.M.S.N.Co.
— 21	M.N.	do	Kutwo	Br.	M. & Co.
— 21	M.N.	do	Kianghsin	Chi.	C.M.S.N.Co.
— 21	M.N.	do	Yohyang maru	Jap.	N.K.K.
— 22	M.N.	do	Tatung	Br.	B. & S.
— 22	M.N.	do	Tuckwo	Br.	J. M. & Co.
— 22	M.N.	do	Tachang maru	Jap.	N.K.K.
— 23	M.N.	do	Kiangtoo	Chi.	C.M.SN. Co.
— 23	M.N.	do	Wuchang	Br.	B. & S.
— 23	M.N.	do	Siangyang maru	Jap.	N.K.K.
— 24	M.N.	do	Kiangwah	Chi.	C.M.S.N. Co.
— 24	M.N.	do	Tatoo maru	Jap.	N.K.K.
— 24	M.N.	do	Tungting	Br.	B. & S.
— 25	M.N.	do	Chungking	Br.	B. & S.
— 26	M.N.	do	Foyang	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
May 19	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.	KLYW
— 19	Tientsin	Tungchow	1263	Br.	B. & S.	CNW
— 19	Hongkong	Sunning	1570	Br.	B. & S	CNW
— 19	Wenchow	Kwangchi	814	Chi.	C. M. S. N. Co	KLYW
.. 19	Tientsin	Paoting	1073	Br.	B. & S.	WTW
.. 19	Japan	Yamashiro maru	2326	Jap.	N. Y. K.	NYKW
.. 19	Hankow	Kutwo	1924	Br	J. M. & Co.	SHW
.. 19	Hankow	Yohyang maru	1917	Jap.	N.K.K	LPDW
.. 19	Japan	Tatsuno maru	3642	Jap.	N. Y. K.	WSW
.. 19	Hankow	Kiangbsin	2101	Chi.	C.M.S.N. Co.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
May 19	Hankow etc.	Fengyang maru	2808	Jap.	N.K.K.
19	Antung	Wuhu	1227	Br.	B. & S.
19	Japan	Yawata maru	3805	Jap.	N. Y. K.
.. 19	Hankow etc.	Nganking	1719	Br.	B. & S.
.. 19	Foochow	Hsean	1839	Chi.	C.M.S.N.Co
.. 19	Hankow etc.	Tehhsing	937	Br.	Geddes & Co.
19	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.

For Northern Ports

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Tungchow, Capt. Bennett, will leave from the French Bund on Sunday, May 20, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s str. Wenchow, Capt. A. McDowell, will leave on Sunday, May 20, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

NEWCHWANG.—The str. Toonan, Capt. C. Taylor, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

CHINWANGTAO DIRECT.—The Kailan Mining Administration chartered s.s. Burrumbeet, May 21. For Passage, apply to Agent, No. 1 Jinkee Road. Tel. No. 319.

TIENTSIN and NEWCHWANG.—The China Navigation Co.'s str. Paoting, Capt. P. R. Pursiow, will leave on Tuesday, May 22, at 11 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Shengking, Capt. McIntosh, will leave from the French Bund on Tuesday, May 22, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN via TSINGTAU.—The str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co.'s Pootung wharf on Friday, May 25, at 3 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 2 p.m., on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Fengtien, Capt. Harris, will leave from the French Bund on Saturday, May 26 at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str Kutwo, 2,664 tons, Captain Gibb, will leave on Monday, May 21, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The str. Kianghsin, Capt. J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s str. Yohyang Maru, Capt. A. E. Inwood, will be despatched from Pootung, N.K.K. wharf on Monday, May 21, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Tuckwo, 3,770 tons, Capt. Philip, will leave on Tuesday, May 22, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s str. Tatung, Captain Williams, will leave from the French Bund on Tuesday, May 22, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s str. Wuchang, Capt. Pickard, will leave on Wednesday, May 23, at about 12 o'clock midnight. For Freight, apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s str. Tungting, Capt. Wavell, will leave from the French Bund on Thursday, May 24, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s str. Changking, Capt. E. Monkman, will leave on Friday, May 25, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s str. Poyang, Captain Carnaghan, will leave from the French Bund on Saturday, May 26, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG and CANTON.—The China Navigation Co.'s str. Anhui, Capt. Eedy, will leave from the French Bund direct for the above ports on Sunday, May 20, at 10 a.m. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW and AMOY.—The str. Hsinchi, Capt. E. Hansen, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

WENCHOW via NINGPO.—The str. Kwangchi, Capt. C. Smith, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R., will leave from the French Bund on Monday, May 21, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tls. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s str. Sunning, Capt. W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, May 22, at 11 a.m. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Yangtszepoo wharf on Thursday, May 24, at 1 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at noon on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s str. Shantung, Capt. Meathrel, will leave from the French Bund direct for the above ports on Thursday, the 24th inst., at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The str. Chicago Maru, Capt. T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on Thursday, May 24, at 2 p.m. The steam-launch conveying passengers on board will leave the customs jetty at 1 p.m., on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

SWATOW.—The China Navigation Co.'s str. Tamsui, Capt. J. S. DeWolf, will leave on Friday, May 25, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

HONGKONG and CANTON.—The China Navigation Co.'s str. Yingchow, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, May 27, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA and SEATTLE, calling at VICTORIA, B.C., via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Manila Maru, Capt. N. Kobayashi, will be despatched from on Monday, May 28, at ——. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, at —— on the ——. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—s.s. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE.
Freight: Telephone No. 77. Agents, 21-23 French Fund.
Passage: Telephone No. 401.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE

Operating the new first-class steamers
"Ecuador," "Venezuela" and "Colombia"
14,000 tons each

TO SAN FRANCISCO

VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT
The most comfortable route to America and Europe
also
Sailings to Manila and Hongkong

These steamers have the most modern equipment, including overhead fans in all staterooms, which contain no upper berths. One and two-berth staterooms only.

The Safety and Comfort of Passengers our first consideration.
Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.
For further information re freight and passage, apply to

B. C. HAILE, Special representative.
ANDERSEN, MEYER & CO., LTD., Agents.
1b Nanking Road (Palace Hotel Building)
Telephone 5056. Shanghai.

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

		arr.	leave.
"MANILA MARU"	(13,000 tons) Capt. N. Kobayashi	May 27,	28

(For Hongkong)

		arr.	leave.
"CHICAGO MARU"	(12,000 tons) Capt. I. Saito	May 23,	24

CHINA COASTING LINE

For Tientsin and Dairen via Tsingtau

		arr.	leave.
"KEELUNG MARU"	(1,569 tons) Capt. P. Kamashi	May 23	24
——— MARU"	(tons) Capt. ———	—	—

For Foochow, Keelung and Takao.

		arr.	leave.
"KOHOKU MARU"	(2,610 tons) Capt. K. Saito	May 22	23

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA, Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tel. Nos. 4047, 4234.

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
in connection with the Canadian Pacific Railway.

SHORTEST ROUTE TO
ST. PAUL—CHICAGO—TORONTO.
MONTREAL and NEW YORK

EMPRESS OF RUSSIA AND EMPRESS OF ASIA
Largest and most luxurious ships on the Pacific
30,625 tons, quadruple screws, speed 21 knots.

EMPRESS OF JAPAN 11,750 Tons
MONTEAGLE 12,720 Tons

REDUCED FIRST CLASS FARES

For further information, sailings, etc., please apply to
G. M. JACKSON, General Agent Passenger Dept.
L. E. N. RYAN, Agent.
Corner of Peking and Yuen Ming Yuen Roads.
Tel. 181 and 182 Shanghai

T. K. K.

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP COMPANY.)

THE CHINA PRESS, WEDNESDAY, MAY 16, 1917
To San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.

Proposed Sailings for San Francisco.

"TENYO MARU"	22,000 Tons	May 26	1917
"NIPPON MARU"	11,000 "	June 14	"
"SHINYO MARU"	22,000 "	" 22	"
"PERSIA MARU"	9,000 "	July 6	"
"KOREA MARU"	20,000	July 14	1917

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Peria Maru offering superior accommodation, first-class cuisine, and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama on application to the purser.

T. N. ALEXANDER, *Agent*,
Telephone No. 3229. 53 Szechuen Road.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI KOBE YOKOHAMA AND HONOLULU
JUNE 26, SEPT. 8, NOV. 19.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG
JUNE 12, AUG. 26, NOV. 6.
G. J. PETROCELLI, FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD.
'PHONE 4773. 4TH FLOOR

Swedish East Asiatic Co., Ltd.
Regular Steamship service between Sweden and China.
Shanghai Agents:
The Ekman Foreign Agencies, Ltd.

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

	Tons		
KATORI MARU**	19,000	——	June 3
KAMO MARU	16,000	——	June 10
KASHIMA MARU**	19,000	——	June 24

**For Liverpool.

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

KAMAKURA MARU	12,500	Capt. T. Shirai,	June 13, 1917
SHIDZUOKA MARU	12,500	Capt. J. Noma,	June 26, 1917
INABA MARU	12,500	Capt. K. Higo,	July 21

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. K. Sudzuki,	May 22
OMI MARU	7,000	Capt. M. Machida,	May 26
CHIKUGO MARU	5,500	Capt. Y. Yui,	May 29
HAKUAI MARU	5,000	Capt. K. Takano	June 2
YAWATA MARU	7,000	Capt. K. Yasuhara,	June 5

KOBE TO SEATTLE.

TAMBA MARU	12,500	Capt. K. Akamatsu	June 1

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU	7,000	Capt. K. Yagiu,	May 24
KUMANO MARU	9,500	Capt. K. Yagiu,	May 31

FOR JAPAN.

KAMO MARU	16,000	Capt. K. Inatsu,	May 22
KAMAKURA MARU	12,500	Capt. T. Shirai,	June 13

FOR HONGKONG.

KAMAKURA MARU	12,500	——	May 25, 1917

NEW YORK VIA PANAMA.

TATSUNO MARU	15,000	——	May 21

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
TANGO MARU	14,000	——	June 19, 1917
NIKKO MARU	10,000	——	July 17, 1917
AKI MARU	12,500	——	Aug. 14, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. 2729.

Large Stocks of Swedish Paper.
Write for prices and particulars.
The Ekman Foreign Agencies, Ltd.
No. 6 Kiangse Road

CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

0900 — Midnight, 1330 — 1330 p.m.

September 1st, 1916, and until further notice

Mail 101	Mail 3.	Luxe 1.	Miles	Peking-Mukden Line	Luxe 2.	Mail 4.	Mail 102.
B. s.	B. s.	B. S.			B. S.	B.	B. s.
2045	935	300	0	dep. Peking arr.	2230	1940	1020
2348	1119	635	. .	arr. Tientsin-Central dep.	1985	1700	730
2350	1117	640	84	dep. Tientsin-Central arr.	1980	1638	710
000	1125	650	. .	arr. Tientsin-East dep.	1920	1641	700
1910	530	2310	524	arr. Mukden dep.	2301	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
715	1130	—	0	dep.	Tientsin-East	arr.	— 1705	1900
725	1140	—	2.71	arr.	Tientsin-Central	dep.	— 1635	1941
745	1200	—		dep.	Tientsin-Central	arr.	— 1631	1911
1115	1500	—	78	dep.	Tsangchow	dep.	— 1332	1509
1457	1745	—	148	dep.	Tschow	dep.	— 1048	1148
1801	2021	—	—	arr.	Tsinanfu	dep.	— 806	845
7.	.	—	720				—	8.
800	2031	—	—	dep.	Tsinanfu	arr.	— 756	1813
1039	2231	—	766	dep.	Tsianfu	dep.	— 601	1542
1300	038	—		arr.	Yanchowfu	dep.	— 349	1311
1311	048	—	818	dep.	Yanchowfu	arr.	— 339	1256
1548	316	—	877	dep.	Liucheng	dep.	— 120	1032
1816	430	—	—	arr.	Hsuchowfu	dep.	— 2334	810
9.	.	—	420				—	10.
930	437	—	—	dep.	Hsuchowfu	arr.	— 2329	2007
1158	823	—		arr.	Pengpu	dep.	— 1953	1443
1204	840	—	523	dep.	Pengpu	arr.	— 1946	1429
1857	1158	—	600	dep.	Chuchow	dep.	— 1643	923
1848	1300	—	631	arr.	Pukow	dep.	— 1550	728

Express 16.	Express 10.			Shanghai-Nanking Line	Express 1.	Express 15.
B. S.	B.				B.	B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	1410	. .
2200	1430	. .	. .	dep. Nanking arr.	1415	620
700	2130	. .	193	arr. Shanghai-North dep.	705	2300

Yanchowfu-Tsinanghow Branch Line					Liucheng-Tsochuang Branch Line				
940	1300	2130	d. Yanchowfu a.	630	1230	2000	550	1110	1800	d. Liucheng a.	810	1410	2100
1000	1420	2250	a. Tsinanghow d.	510	1110	1850	630	1210	1900	a. Tsochuang d.	700	1300	1950

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

900 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

0 — train has sleep. accomm. 1st & 2nd class. 8 — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order,

THE TRAFFIC MANAGER

Tientsin, September, 1916.

Circus To Be Given For War Hospital

Empire Day is at hand, and the local Committee of the Overseas Club is making preparation for its fitting celebration. Tomorrow evening, under the auspices of the Club, Clarke's Cirque will give its farewell performance in Shanghai, and will donate half the proceeds to the Overseas Club Fund in aid of the Royal Flying Corps Hospital in London. The Overseas Club is making a special effort all over the world this Empire Day to aid this hospital, which is in want of financial support owing to the increasing number of casualties coming under its care. It is to be hoped therefore that the circus will be filled tomorrow night, as it more than likely will be, for Shanghai never forgets to patronise a good show given on behalf of a worthy cause.

Type Of Latest U. S. Submarine

U.S. SUBMARINE G.1. ©International

The United States submarine G-1, one of the latest types of this vessel in use in Uncle Sam's navy, photographed in maneuvers off the Atlantic coast. The G-1 is said to compare favorably with those in general use by the Germans.

MOVIES PLAYING BIG PART IN AUTOMOBILE INDUSTRY

The motor car and the movies can be said to have doubled in a mighty profitable team act. Though these rapidly growing industries are separate and distinct, each has proved of vast assistance to the other.

It is estimated that in the three years that moving pictures have been used by the automobile industry for advertising purposes more than 17,000 miles of films have been produced. It is estimated also that about 10 per cent of all the film for advertising purposes made in the United States goes to the automobile people and that tire and accessory dealers and garage men take only a little less.

To show what it costs, for instance, the Packard company spent last year about $60,000 on moving pictures alone.

At first a number of automobile factories used moving pictures in showing manufacturing processes. It did not take long for this type of film to lose its novelty. Then the automobile makers began to produce scenarios to help out the sale work. Such scenarios show how motor car dealers or tire men go about selling their wares.

Studebaker was one of the first companies to use the moving picture in its work, and factory processes, from start to finish, were covered in considerable detail. These films went not only to the dealer but also to educational institutions throughout the country. Maxwell's story, "From Molten Steel to Automobile," was another one. It told the story of the manufacture of a Maxwell car. Ford was one of the first in the field and the complete story of the manufacturing and assembling of a Ford car, together with the labor-saving devices, etc., all were portrayed.

Later some of the factories began to use the movies in the same way as a weekly news letter. For instance, when the Dodge Brothers produced their 100,000th car a movie film was made at the factory and sent to dealers all through the country.

At the present time the Ford company is showing pictures at 25,000 theaters scattered throughout the United States. Now on exhibition daily is about 1,000 miles of films, shown afternoons and evenings to about 5,000,000 people. Ford also supplies reels to 50 penal institutions and industrial schools for boys and girls and to a large number of high schools, churches and Young Men's Christian Associations.

In addition there are translations into Spanish, and Ford films are being shown in Panama, Porto Rico, Cuba, Hawaii, Central and South America and Japan.

The Mitchell, the White, the Hudson motor companies and the Firestone Tire company are among others which have films showing salesmen at work. These pictures are particularly adapted to conventions and take the place of physical talk on advertising and sales methods.

Effect Of War Upon Contracts

By Alex. M. Hamburg, LL. B.

The advent of war will bring with it a radical modification in the legal status of existing and future commercial relations. Business men will be confronted with such questions as:

"What is the effect of war upon my partnership interest in a business in Germany?

"May I lawfully carry out a contract to ship goods to German subjects doing business in South America?

"Must I continue the payments of premiums on my policy in a German insurance company?"

These and similar questions may be resolved by resorting to well-settled principles governing the effect of war upon contract relations.

One of the immediate consequences following the declaration of a state of war is the interdiction of all commercial intercourse between the subjects of the hostile nations. While this prohibition exists without express statutory declaration, it is customary, under such circumstances, to enact "Trading With the Enemy" statutes. The English Trading With the Enemy Proclamations will undobtedly be followed as models for similar American legislation.

In general, the trading with the enemy prohibitions extend to all forms of commercial intercourse, including the payment of money, or giving security; the drawing, accepting, and negotiating, or dealing with commercial paper, stocks, bonds, or other securities; the entering into contracts of insurance or re-insurance; the supplying of goods or merchandise for transmission, directly or indirectly, to the enemy.

Congress will enact immediately after the commencement of hostilities, an Aliens' Restriction Act requiring alien enemy subjects, as a condition of continued residence here, to comply with prescribed registration provisions. A general license to reside implies a license to trade, and contracts with enemy subjects who hold such licenses, are valid as an exception to the rule that trading with enemy subjects is prohibited.

Who are enemy subjects? The term "enemy" remains to be comprehensively defined in the legislation which Congress shall enact. Judging from the English statutes and our traditional policy, the test of enemy character, for commercial purposes, will be made dependent not upon nationality but upon domicile. In the British Trading With the Enemy Proclamation, dated September 9, 1914, which applies the test of domicile, it is provided, in Section 3:

"The expression enemy in this proclamation means any person or body of persons of whatever nationality, resident or carrying on business in the enemy country, but does not include persons of enemy nationality who are neither resident nor carrying on business in the enemy country. In the case of incorporated bodies, enemy character attaches only to those incorporated in an enemy country."

Specifically, Germans resident or doing business in neutral countries, for example, in South America, would not be considered, according to the domicile conception, enemy subjects. On the other hand, enemy character would attach to Americans doing business in Germany or in German colonies. In the absence of express provision to the contrary the rules governing contract relations in the United States would be operative in the American colonies and dependencies.

In the case of contracts entered into before the outbreak of war, the obligation of such contracts, both executory and executed, is not dissolved or impaired, but the remedy is merely suspended until the war is terminated, when the mutual obligations of performance and the rights of action are revived. But pre-existing contracts will be totally abrogated, and not merely suspended, if of such a nature as to be incapable of suspension.

Partnership contracts are of this character, and as their proper performance would require uninterrupted intercourse with the enemy during war, the relationship is completely dissolved. Similarly, in insurance contracts, as time is of the essence, it is practically impossible to suspend their operation during the continuance of the war, and, consequently, further performance is dispensed with, and a right to an equitable settlement upon the termination of war arises.

Contracts for royalties upon patents represent a class of cases in which the contract is wholly performed on one side, and only the payment of money remains on the other. Although there is no obligation to make payments during the war to a party resident in the enemy country, payments to the latter's agent resident in the United States as trustee would appear to be a manifestly equitable arrangement and not within the scope of the prohibition. Beyond this single class of cases, practically all pre-existing contracts are dissolved by war.

The reason underlying the doctrine of non-intercourse must now be apparent. Measures restricting commercial intercourse between belligerents have for their primary object the prevention of any increase in the enemy's resources; they contemplate weakening the enemy by a process of economic attrition, just as military measures intend weakening him physically. Sound public policy requires, therefore, that contracts—which are of the essence trading—whose performance is manifestly inconsistent with a state of war, should be suspended or invalidated.

As briefly outlined above, it appears that a state of war operates to suspend or to discharge contracts between belligerent parties. It may have a similar effect upon contracts between parties not citizens of hostile States, but for an entirely different reason. In the former case the reason is illegality; in the latter, impossibility.

As a general rule, impossibility, arising after the consummation of an unconditional contract, does not excuse the obligor from performance. Of course, this is equally true of circumstances short of impossibility, as, for example, unexpected difficulty, inconvenience or added expense. But this general rule is applicable only where the obligation of the contract is absolute and unqualified. Accordingly, it has been held in a recent New York case that a contract for the delivery of specific Belgian antimony would not be avoided because of impossibility arising from war conditions, since contingencies should have been provided for.

However, where it is manifest from a proper construction of the contract that the continued existence of a specific thing or circumstances was essential to performance, a change arising out of war conditions, e. g., the commandeering of private plants for use, will cancel performance because of supervening impossibility.

In contracts between parties, citizens of friendly States, entered into during war, impossibility arising out of war discharges performance since the ordinary risks of war are naturally presumed to have been within the contemplation of the parties.

AMERICAN WOMEN BUSY ON COMING GARDEN FETE

Committee Appointed For Bag Booth, One Of Features Of Entertainment

Committee members are busily at work on the garden fete to be given by the American Woman's Club in Mrs. J. B. Fearn's garden June 2 for the benefit of the American Red Cross.

One of the popular booths will be the bag booth, where fancy bags of all kinds, ranging in value from one dollar to $65, will be on sale. These bags have all been made by members of the club and their friends.

The membership of the bag committee has been completed. It includes:

Section One—Mrs. W. A. Burns, chairman; Mrs. J. H. Ruffin.

Section Two—Mrs. F. W. Sutterle, chairman; Mrs. John Darrah, Mrs. Joseph Eichwald, Mrs. Florence Mendel, Mrs. Barnes Moss, Mrs. Carl Seitz, Mrs. F. W. Sutterle, Jr.

Section Three—Mrs. A. H. Hallam, Mrs. R. Atwood Robinson, Mrs. John Overton, Mrs. S. H. Reid, Mrs. J. P. Sartz, Mrs. J. E. Sullivan, Mrs. T. C. White.

Section Four—Miss Florence Fobes, chairman: Mrs. J. L. Cowan, Mrs. W. A. Stechler, Mrs. Trevor Thomas.

Section Five—Mrs. M. Benjamin, chairman; Mrs. McKeown, Mrs. M. A. Viloudaki.

Section Six—Mrs. S. S. Steiger; chairman: Mrs. C. McRae, Mrs. H. B. Sanford, Mrs. Walter Taylor, Mrs. M. Throop.

Section Seven—Mrs. R. P. Roberts, chairman: Mrs. George Bickford, Mrs. J. C. Clark, Mrs. F. C. Mabee.

BEAT BULGARS BACK

(Reuter's Agency War Service)

London, May 17.—A British official despatch from Salonica reports: We repulsed with heavy loss to the enemy two strong counter-attacks against Kjupri, on the Struma Front. We took 96 prisoners.

CHENGTU INQUIRY

Reuter's Pacific Service to The China Press

Chengtu, May 19.—The official report that the investigating commissioners have left Chungking for Chengtu is untrue. Both are delaying there, to collect evidence. Lalo Yu-shu, a delegate sent by Vice-President Feng Kuo-chang, has arrived at Chengtu and is attempting to bring the different factions together.

BANK OF CHINA PAYS

Reuter's Pacific Service to The China Press

Canton, May 19.—The local branch of the Bank of China commenced to make payments in specie today.

At The Theaters

The theater managers have been busy of late at mapping out some imposing programs for their various clienteles and a number of features are announced for the coming week.

On Wednesday the widely heralded Chung Ling-soo is scheduled to open his bag of tricks at the Victoria. The famous illusionist is said to have perfected a list of new and amazing deceptions for the present tour. He will be supported by his London Vaudeville company which brings a number of music hall hits to vary the magician's program. Chung Ling-soo's engagement in Shanghai is for one week. This afternoon at the Victoria there will be shown the second six parts of the huge film spectacle "Cabiria."

John Barrymore, America's favorite comedian, is to hold the center of the screen at the Olympic, beginning today, in the big Paramount success, "Are You a Mason?" Memories of this screamingly funny farce as it was produced on the stage by Leo Ditrichstein, are evoked by the recurrence of the title. The play circled the globe, leaving a trail of guffaws in its wake and it is claimed that the popular comedian has added laughs to the piece by his characterisation of the bogus lodge man who used the fraternity meeting alibi to spend his nights out. This is Barrymore's first appearance in the local cinemas, but the management is predicting that there will be a demand for more of his work once he is seen.

The powerful dramatic film-story "Sold" is the attraction billed for this evening at the Apollo. Pauline Frederick, the great emotional star of the movies, is the center about which the stormy episodes of the picture revolve, but the cast is replete with celebrities, among them Julian L'Estrange and Lowell Sherman. The picture runs through five parts and will be on view until and including the Wednesday night performance. Mary Pickford in the popular "Rags" has her last performance at the matinee this afternoon.

The new Isis theater will open its bill for the week with a new film serial tomorrow night when the first reels of "The Zudora Mystery" are to be shown. This attractive playhouse has been drawing crowds during the past few days to see "The Mystery of Myra" and evidently has a preference for the "thriller" film.

Clarke's Cirque is giving a farewell performance tomorrow evening under the auspices of the Overseas Club and will turn over half the evening's receipts to the club's fund in aid of the Royal Flying Corps Hospital. There is to be a matinee performance at 5.30 p.m.

The Towa Cinema Theater announces a change of program for tomorrow. The main attraction this afternoon and evening is the six-part drama "Jack o' Diamonds" together with a comic cartoon by Goldberg and a "Lonesome Luke" comedy feature.

A RECORD NOT IN DANGER

Murphy's Great Mile in 57 4-5 Seconds Bids Fair to Stand

New York, April 10.—It is generally taken for granted in the world of sports that speed records, as well as other athletic marks, are fated in the normal course of events to be supplanted. In fact, a record which stands for five or six years is considered old, and one which endures for a decade is antique. There is one speed record, however, which is now nearly eighteen years old, and may never be blotted from this list. It was made in June, 1899, by Charles M. Murphy, who retired recently from active service in the police force of this city. His retirement was unostentatious, but when, astride a bicycle, he pedaled a mile in 57 4-5 seconds the feat aroused broadcast interest and amazement.

Regarding Murphy and his startling performance, Bicycle News says:

"The retirement of Charles M. Murphy, popularly known as 'Mile-a-Minute' Murphy, from active service on the New York police force on Jan. 29, calls to mind the performance that made him world famous, and the fact that but three men have ridden a mile on a bicycle within the minute. While on duty, and riding his motor cycle on Manhattan Bridge, on Sept. 3 last, Murphy was thrown in collision with a motor car and broke his left leg in three places. Nine weeks in the hospital has failed to fit him for service and his transfer to the retired list followed.

"He was the first of three bicyclists who have ridden a mile in less than sixty seconds. His performance was accomplished on June 30, 1899, on a specially prepared board course laid between the railroad tracks on Long Island, at Haywood, paced by a locomotive equipped with a windshield. After several preliminary attempts, he rode the 5,280 feet in 0.57 4-5—a performance that has never been equaled on a bicycle.

"The next performance was 0.58 made by George L. Kreamer, June 3, 1910, on the Los Angeles (Cal.) auto track, paced by an automobile. The third of the trio of bicyclists who have ridden the mile within 60 seconds is Elmer L. Collins of Lynn, Mass., who rode in 0.58 3-5, on the beach at Daytona, Fla., March 26, 1909, paced by Ralph De Palma, driving his racing car, the Fiat Cyclone."

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
E. K. and S. B.	$660 Sa.
Chartered	Lov 10s.
Russo-Asiatic	R. 250
Nathay, ordy	Tls. 6.05 B.
Nathay, pref	Tls. 5.15.
Marine Insurances	
Canton	Tls. 350.
North China	Tls. 145 S.
Union of Canton	$860 B.
Yangtsze	$220.
Fire Insurances	
China Fire	$146 B.
Hongkong Fire	Tls. 325 B.
Shipping	
Indo-China Pref	
Indo-China Def	Tls. 122.
"Shell"	107/- B.
Shanghai Tug (o)	Tls. 16.
Shanghai Tug (f)	Tls. 46½.
Kochien	Tls. 26 B.
Mining	
Kaiping	Tls. 9 B.
Oriental Cons	27/6.
Philippine	Tls. 0.80.
Raub	$2.70.
Docks	
Hongkong Dock	$123.
Shanghai Dock	Tls. 92½ B.
New Eng. Works	Tls. 12 B.
Wharves	
Shanghai Wharf	Tls. 70 B.
Hongkong Wharf	Tls. 80.
Land and Hotels	
Anglo-French Land	Tls. 83½ B.
China Land	Tls. 50.
Shanghai Land	Tls. 80
Weihaiwei Land	Tls. 3.
Shanghai Hotels Ltd.	$81 B
China Realty (ord)	Tls. 50.
China Realty (pref.)	Tls. 50.
Cotton Mills	
E-wo	Tls. 150 B.
E-wo Pref.	Tls. 100.
International	Tls. 88 B.
International Pref	Tls. 68
Laou-kung-mow	Tls. 65 B.
Oriental	Tls. 37 S.
Shanghai Cotton	Tls. 122 B.
Sung Yik	Tls. 14½ B.
Tangtszepoo	Tls. 5.80 B.
Tangtszepoo Pref	Tls. 101
Industrials	
Butler Tile	Tls. 23
China Sugar	$113 S.
Green Island	Tls. 8 B.
Langkats	Tls. 17 B.
Major Bros.	Tls. 5.
Shanghai Sumatra	Tls. 137½ B.
Stores	
Hall and Holtz	$161½ B.
Llewellyn	$60.
Lane, Crawford	$100 B.
Mouttie	$35.
Watson	$61½ B.
Weeks	$17 B.
Rubbers (Local)	
Alma	Tls. 11½ B.
Amherst	Tls. 1.05 S.
Anglo-Java	Tls. 10½ B.
Anglo-Dutch	Tls. 5¾ B.
Ayer Tawah	Tls. 38
Batu Anam 1913	Tls. 1¾ B.
Bukit Toh Alang	Tls. 4½ B.
Bute	Tls. 1.20 B.
Chemor United	Tls. 1.35 B.
Chempedak	Tls. 12 B.
Cheng	Tls. 3.15 B.
Consolidated	Tls. 3.05 B.
Dominion	Tls. 11.35 B.
Jula Kalumpong	Tls. 7.90 B.
Java Consolidated	Tls. 22½ B.
Kamunting	Tls. 6.65 B.
Kapals	Tls. 0.90 B.
Kapayang	Tls. 28 B.
Karan	Tls. 14 B.
Kota Bahroe	Tls. 9.60 B.
Kroewoek Java	Tls. 19¾ B.
Padang	Tls. 14¾ B.
Pengkalan Durian	Tls. 10.60 B.
Permata	Tls. 3¾ B.
Sepah	Tls. 1.20.
Tamagagas	Tls. 1.05 B.
Teokee	Tls. 7¾ B.
Temambu	Tls. 1½ B.
Tenawang	Tls. 14½ B.
Shanghai Klebang	Tls. 0.97½ B
Shanghai Malay	Tls. 7 B.
Thai Malay-pref	Tls. 12 B.
Shanghai Pahang	Tls. 1.77½ B
Sungalh	Tls. 1.65 B.
Sungei Duri	Tls. 11½ B.
Sua Manggis	Tls. 7
Thai Kalantan	Tls. 0.97½ B
Shanghai Sremban	Tls. 0.85 B.
Salping	Tls. 2 B.
Tanah Merah	Tls. 1.15 B.
Tebong	Tls. 24 B.
Tobri	Tls. 2½ B.
Tangbo	Tls. 6.10 B.
Miscellaneous	
J. I. and E. Lumber	Tls. 110.
Tulty Dairy	Tls. 10 S.
Thai Elec. and Asb	$2.
Shanghai Trams	Tls. 73½
Shanghai Gas	Tls. 24 B.
Yeng Bazar	Tls. 30
Shanghai Mercury	Tls. 30.
Thai Telephone	Tls. 85 S.
Thai Waterworks	Tls. 240 B.

t., Sellers. Sa., Sales. B., Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. 298.

Business and Official Notices

War Loans Investment Trust of Malaya.

(Incorporated in the Federated Malay States)

CAPITAL $6,000,000

in shares of $10 each (Straits currency full paid)

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.

The Chartered Bank of I. A. & China,
The Hongkong & Shanghai Banking Corporation,
The Mercantile Bank of India, Ltd.

13860

SHANGHAI STOCK EXCHANGE

THE Exchange will be closed at noon on Empire Day, Thursday, 24th inst.

By order,
F. B. WALKER,
Secretary.

THE EDEN DISPENSARY

(Next to Shanghai Horse Bazaar)

SKIN & GENITO-URINARY DEPT.

Now Open

Consultation by Appointment only
Telephone No. 4718

For particulars apply to
S. C. YEE, Secretary.

When you think of China's Richest Province, Think of Szechuen, and you will also Think of WIDLER & CO., Chungking, West China.

Born 1915—Still Existing

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand

An excellent Butter for table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

HUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

We hold large and complete stocks OF

WINES AND SPIRITS

and are in a position to supply

The Trade With Quality AT Exceptionally Low Rates

Correspondence Solicited

GARNER, QUELCH & CO.

WHOLESALE IMPORTERS

Zung Lee & Sons. (W. Z. Zee & Sons Est: 1895) Broadway, Shanghai.

LOCKS YALE HARDWARE

COMPLETE STOCKS ON HAND

KNAPP & BAXTER. INC.

IMPORTERS OF

AMERICAN PRODUCTS

6 Kiukiang Road, Shanghai, China

Phone: No. 1860 Chinese Dept. No. 1625

MANILA ROPE

AND

Other Philippine Products—Samples and prices furnished upon request.

H. J. BELL & CO.,

P. O. Box 239. 117 Dasmarinas, Manila.

ADDING AND LISTING MACHINES

FROM $10 U.S.C. UPWARDS

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI.

CLARKE'S CIRQUE

NORTH SZECHUEN ROAD

(Tramway Te. minus)

Farewell Performance

under the auspices of the Overseas Club

MONDAY NIGHT AT 9.15 P.M.

Half the takings will be handed to the Overseas Club Fund in aid of Royal Flying Corps Hospital

POPULAR PRICES

Late cars to all parts of the Settlement

MATINEE TODAY AT 5.30

Booking at Robinson Piano Co.

STYLISH FITTINGS ADD STYLE TO THE GOODS

BUSINESS AIDS BY

V. K. SHEN & SON

Furniture Manufacturers and Decorative Contractors

THE PIONEERS OF PRACTICAL SHOP FITTING

Shop fronts [METAL & WOOD], airtight showcases, window enclosures, bronzed, brass or nickel and silver plated fittings of every description, beveled glass shelves in all shapes, bank and office fittings and furniture, museum cases, and stands, etc.

Sketches and Estimates Submitted Free

New Specimen and Sales Rooms: P372 Nanking Road, Tel. 5346
Head Office and Sales Rooms: 109 Hankow Road, Tel. 1710
Works: Tatung Road, and Sinza Road.

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

RING UP 3809

for a comfortable 5-passenger car

PER HOUR $4.00 PER HOUR

CENTRAL GARAGE CO., LTD.

2a Jinkee Road.

PATRIOTIC LEAGUE OF BRITONS OVERSEAS

Empire Day, Thursday, 24th May, 1917

MILITARY TOURNAMENT

In Aid of the Royal Flying Corps Hospital

BY kind permission of the Officers concerned, the British Units of the S. V. C. and the Sikh Branch of the S. M. P. will give a Military Tournament on the Polo Ground, Recreation Ground, at 4 p.m.

Admission by ticket, Adults $1.00, Children 50 cents, to be obtained from Members of the S. V. C., the Officers of the S. M. P., the Committee of the Patriotic League and principle Stores or at the gate.

Tea & Light Refreshments will be obtainable on the ground.

K. D. STEWART,
Hon. Secretary.

13867

Dentistry Done to a Standard Not to a Price

I don't advertise set price for dental work. You will never see me promising to sell to all-comers gold crowns for $10.00, porcelain fillings for $2.00, or plates for $25.00, and talking that sort of nonsense to you.

I am selling reasonably priced and expert dentistry. I'm not peddling hand-me-down molars. I'm not trying to run a five and ten cent store with a few gross of second-rate incisors on the counter. I'm not in the business of fisting on the public shoddy, catch-penny goods—not in this line of work where vitally valuable human teeth are the price of unscrupulousness.

No honest dentist can tell me that he can give every patient the same job for the same time, care and price. No two dental operations are identically alike. Human teeth are the same all over the world, but careless habits, indifference, neglect and physical causes bring about abnormal conditions. How, then, can I conscientiously promise you that a gold crown on your upper bicuspid will cost exactly what it will to put a gold crown on your neighbor's lower molar?

It's cruel to tip off the professional secrets of some of the merry maxillary mechanics of my acquaintance, but I can't resist explaining that the advertising of fixed prices is merely a rude dodge to bait customers into the dental "Parlors" and there talk them into contracting for work much more expensive than that so glibly advertised.

Dental operations that are cheap in price are too often cheap in workmanship. I insist on the best of skilled work, all up to a fixed Standard.

DR. R. W. DONOHOE,
AMERICAN PAINLESS DENTIST,
11a Nanking Road.

13886 M20.

SITUATION VACANT

WANTED, second engineer, preferably American. Apply to Box 58, THE CHINA PRESS.

13871 M 22

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

13738

Business and Official Notices are Continued on Page 17

LOST

STRAYED, from 53 Yangtszepoo Road, between 3 p.m. and 4 p.m. on the 18th instant, a liver-and-white pointer pup, 3½ months old. The finder will be rewarded on returning the same.

13880 M 23

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

N. Y. K.

SEASON FOR SUMMER EXCURSIONS TO JAPAN

SAILINGS: FREQUENT

FARES:—

For Nagasaki and Return	....	$45.00
,, Moji ,, ,,	....	60.00
,, Kobe ,, ,,	....	78.00
,, Yokohama ,, ,,	....	98.00

(Available 4 months)

For further particulars apply to
NIPPON YUSEN KAISHA,
Tel. 2729.

1285 M 31.

Extraordinary Notice

A. D. C.

"BLIGHTY"

Acting on the advice of the Medical Authorities, the Matinee advertised for Saturday, 26th May, will not take place. Ticket-holders may exchange their tickets for other dates or have their money refunded on application to Moutrie & Co.,

By Order of Committee,
S. J. DEEKS,
Hon. Secretary.

13888 M 23

NOTICE

I have severed connections with the Chinese Produce Company, as well as with the China Export and Import Co., as from the 10th of May.

MORRIS ROTHSCHILD.

13859.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482

3408

Nos. 8 & 11 Quinsan Gardens

Phone 1946

One small bedroom vacant, with all comforts.

BOARD-RESIDENCE

Location: Central, quiet, and select.
Terms: Monthly and very moderate.
Cuisine and Service: Excellent.
Apply to Box No. 184.
THE CHINA PRESS.

12976

TO LET: Rocky Point Hill, Peitaiho. Simply furnished 3 room bungalow, 225 Taels. Apply Teirksburg, 5 Quinsan Gardens.

TO LET, unfurnished flat, second floor and attics. Good fixtures, optional. Vacant 1st June. Apply 19 Szechuen Road, telephone 2384.

13890 M 23

FOR SALE: the contents of a pretty furnished bungalow, furniture, all good and new, must sell, owner leaving Shanghai, no reasonable offer refused; can be seen by appointment. Apply to Box 64, THE CHINA PRESS.

13883 M 20

TO LET, well-furnished room, bathroom and balcony attached. Suitable married couples or bachelors. Moderate terms. 12a Quinsan Gardens.

13692 M 24

BOARD and residence in British home, 6 Quinsan Garden; two rooms vacant, one front attic, sitting-room, bedroom and bathroom. Table excellent and service good.

13866 M 20

TO LET, furnished bed-sitting room with verandah, facing south, English. Breakfast if required. Also attic. Apply 57 Range Road.

13865 M 20

TO LET, 23 North Szechuen Road, two large rooms with bathroom and verandah, and one small room; excellent board (Allies).

13836 M 20

TO LET, large well-furnished bedroom with verandah and bathroom, facing south. English home. 31 Boone Road.

13861 M 18 20

OFFICES TO LET

OFFICES to let at 15 Nanking Road. Apply to Raven Trust Co., Ltd. 15 Nanking Road.

13685 T. F.

SITUATIONS WANTED

A POLE (Ally), with good knowledge of English, Russian, Mandarin and local dialects, over three years employed in piece goods firm, able to introduce business with Chinese in any line, wishes to better himself. Will accept small salary if prospects are good. Apply to Box 54, THE CHINA PRESS.

13863

HOUSES TO LET

TO LET, 371 Avenue Joffre, near Route des Soeurs, four-roomed house, attic, small garage, garden. Apply Time Ball Station.

13889 M 20

TO LET, four-roomed house, good locality. Rental Tls. 80.00. Near trams. Apply to Box 57, THE CHINA PRESS.

M 20

AVENUE JOFFRE, 600, fully furnished five-roomed bungalow to rent for three or four months. Stable, garage, large gardens, tennis court. Immediate occupation; now open for inspection. Rental, Tls. 80 per month, including taxes. Phone 257: Room 312.

13851 T. F.

TO LET, from 1st June, in the western district, near to French and English trams, two five-roomed, semi-detached houses, with attics and up-to-date bathrooms, garage and tennis court. Apply to Box 481, THE CHINA PRESS.

13678

118 AVENUE ROAD, six-roomed house with garage and all modern conveniences. South aspect. May be viewed between 3 to 6 p.m. Apply to 10 Yangtszepoo Road.

13832 M 20

MISCELLANEOUS

AMERICAN missionary family, pleasantly situated, will receive a few boarders for the summer. Apply to Box 65, THE CHINA PRESS.

13884 M 22

Exchange and Mart

WHITE LEGHORN eggs, $2.75 setting, from imported birds. All eggs tested before being despatched. Outport orders given special attention. Apply to Box 62, THE CHINA PRESS.

13882 M 20

NEARLY new, silver-plated cornet and case. Bargain, $60, cost £12. Apply to Box 63, THE CHINA PRESS.

13882 M 20

FORD accessories for sale, at cost price. Wire wheels with demountable rims. Apply to Box 60, THE CHINA PRESS.

13878 M 22

POPE motor-cycle, 11 horse-power, twin-cylinder, 3 speed, Kick-starter, for sale; only used one week. Tls. 350, or best offer. Apply to Box 59, THE CHINA PRESS.

13873 M 20

FOR SALE; Ford landaulette; excellent condition. Price moderate. Apply to Box 55, THE CHINA PRESS.

13869 M 22

WANTED: Human skull, Chinese, large, complete with jaw: Only fine specimen wanted. Reply to Box 52, THE CHINA PRESS.

13862 M 20

FOR SALE: Indian motor-cycle, twin-cylinder, in excellent condition. Cheapest in town, Tls. 200, instalments accepted. Apply to Box 61, THE CHINA PRESS.

13881 M 20

FOR SALE as a going concern, a well-established ladies' tailoring store in best locality of Shanghai. Good investment. Owner leaving for home. Offers to Box 53, THE CHINA PRESS.

13864

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

13739

FOR SALE: Indian motor-cycle, 1915 model, twin-cylinder, single-speed, cushion frame, equipped with Bosch Magneto, Schrebler carburetor and electric light. Suitable for side-car work. In A1 condition. Apply to C. R. De Witt, Star Garage Co.

13864 M 23

FOR SALE, a Chinese sailing-vessel, named King Sheng Kang, 520 tons, newly built, strong hull, well made and good speed, with complete accessories. For inspection and particulars, please apply to Chow Szu Kee, No. 6 Rue Chuson, French Concession, Shanghai.

13897 M 25

Uncovering the Secrets of Cruel Nero's Golden Palace

An Elevator Shaft 120 Feet High, a Vast Ceiling That Moved with the Starry Heavens, and Other Relics of the Most Fantastic Dwelling of Ancient Rome

The Circus Maximus, Rome, During a Great Chariot Race, Showing Nero's Imperial Box in the Circus and the Golden House on the Hill Above. The Cross Section to the Left Shows the Passage Leading from the Elevator Shaft Into the Box and Is One of Many Which Honeycombed the Hill from Other Shafts.

NERO, that imperial monster of vice crime, enjoyed many luxuries remarkable in an age when science and machinery were in their infancy.

It has just been found, for instance, that he rode up and down in an elevator between his vast palace—the Golden House—on the Palatine Hill, and the Circus Maximus, where Christians were devoured by the wild beasts and gladiators butchered one another for the amusement of the crazy Emperor and the Roman populace.

This discovery has just been made by Commander Giacomo Boni, the Italian archaeologist, in charge of the excavations on the Palatine Hill which was covered by a series of imperial palaces, the greatest of them being the famous "Golden House" of Nero. In his latest report Commander Boni says:

"In my earlier explorations under the central part of the Roman Forum, I found a group of twelve elevators, worked by capstans, and used for the gladiatorial shows of Julius Caesar. I was convinced that more powerful and complicated mechanical appliances must have been employed on the Palatine and that these must have been on a much larger scale, on account of the greater difference in level between the Circus Maximus, which we may look upon as the ground floor of the imperial residence and the official parts of the palace, about 120 feet above."

The remains of this big elevator are necessarily incomplete, as Nero's palace was pulled down in ancient Roman times to make way for other palaces. The substructure, dungeons, wild beast dens, slaves' quarters and other relics of the Neronian palace were left beneath the later buildings.

It was in this substructure that the excavators found an elevator shaft cut in the solid volcanic rock of which the Palatine Hill is formed. There were fragments of huge ropes and grooves in the walls through which they ran, part of the machinery of a capstan made of bronze and a huge bronze pulley.

The power for the elevator was furnished by slaves turning the capstan in a chamber at the bottom of the hill. A thick rope from the capstan was carried through a series of pulleys to the top of the elevator shaft, which entered the palace. From the upper end of the rope was suspended a large car finished with bronze. Further search will probably show that several other elevators and capstans were used to supply the imperial wants.

Driven by Roman soldiers armed with whips, the wretched slaves, groaning and panting, pushed at the capstan bars as they hauled the bloated Nero and his degenerate courtiers up from the frenzied spectacles of the circus. To lower the car required, of course, less effort, as it was only necessary to allow it to descend slowly by its own weight. But everybody concerned in this task knew that his life would be forfeited if he jarred Nero.

Many other relics of Nero's Golden House were recovered by Commander Boni. This enormous building is now known to have covered several square miles. Its colonnades extended for miles and were filled with the most splendid works of art that the taste and the genius of man have ever produced. The known world was ransacked to adorn this gigantic monument to the vanity of an abominable monster.

Within the precincts of the Golden House were lakes and rivers shaded by dense masses of foliage, with harbors and docks for the imperial galleys; a vestibule containing a bronze colossus one hundred and twenty feet high; porticoes three thousand feet long; farms and vineyards, pasture grounds and woods teeming with the rarest and costliest kind of game; zoological and botanical gardens; sulphur baths supplied from the springs of the aquae Albulae, twelve miles distant; sea baths supplied from the waters of the Mediterranean, sixteen miles distant at the nearest point; thousands of columns crowned with capitals of Corinthian gilt metal; thousands of statues stolen from Greece and Asia Minor; walls encrusted with gems and mother-of-pearl; banqueting halls with ivory ceilings, from which rare flowers and precious perfumes could fall gently on the recumbent guests.

The gilded walls were so lofty that the colossal statue which Nero erected in his own honor, 120 feet high, was not out of proportion. Porticoes a mile in length, like the colonnades of St. Peter's, led to this glorious hall, supported by columns of marble of delicate tints, and even of alabaster, from chambers lined with gold, jewels and mother of pearl.

Here Nero witnessed the massacre of his victims; here gladiators fought for his amusement, and comedians acted for his banquets, and orgies with profligate companions were held; hundreds of depraved artists ministered to the vices of a thick-necked degenerate, short, fat and flabby, with small greenish eyes, irregular features and a hideous expression.

Among the more important finds made by Commander Boni are portions of the mechanism of the ceiling of Nero's state dining room—the famous "Heavenly Hall," described by Suetonius. This ceiling was spherical in shape, and cut in ivory, to represent the constellated skies, and kept in constant motion by machinery in imitation of the movements of the stars and planets.

Pumps, water wheels and other forms of primitive machinery were employed to raise the vast amount of water used to the higher levels of the palace. Commander Boni reports finding many traces of this machinery.

Nero played upon the lyre, recited poems, masqueraded and participated in colossal orgies within the private precincts of this palace, but he was pleased to show himself sometimes as often as twice a week to the Roman populace. It was then that he descended by the elevator just found to his imperial box in the Circus Maximus, where degenerate Romans greeted as a god the insane ruler, who ransacked the world to provide them with extravagant entertainments.

The Circus Maximus was 2,100 feet in length and 560 feet wide, and could hold 250,000 spectators on its tiers of stone benches. In one free spectacle, lasting several days, five thousand Christians were thrown to the lions, and otherwise disposed of; three thousand pairs of gladiators were killed or maimed and many thousands of wild beasts slain. In the great chariot races men threw away their lives recklessly to furnish excitement for the spectators.

The gilded bronze statue of Nero, within the Golden House precincts, has given its name "Colossus" to the building that still stands in Rome. The Emperor Vespasian, wishing to efface the memory of Nero, in after years changed the statue to represent the sun-god, crowned with rays and left it standing to mark the entrance to the new circus he built. Gradually the Romans, preferring the name of the statue to that of the arena, began calling Vespasian's place of amusement the Colosseum, and through all the centuries that term has been used.

On the side of the main entrance, opposite the spot where the Colossus stood are still to be seen the traces of the bubbling fountain, the Meta Sudans—the "Sweating Goal." Escaping from their contests in the bloody games without mortal hurt, the victorious gladiators rushed out to its cooling flood to wash from arm and sword the hideous signs of victory, and the dust and sweat of the sanded arena.

Nero committed suicide, and his successor, the Emperor Otho immediately ordered extensive alterations to the Golden House. Before they could be carried out, Otho was murdered and the Emperor Vespasian then ordered the demolition of Nero's monstrous creation.

Of the forty-three emperors who lived on the Palatine Hill, thirty-two died violent deaths. No Caesar died without either a crime or the suspicion of a crime against him. Even Livia, the wife of Augustus, who lived to be 86 years old, and is generally regarded as the most brilliant empress, is accused of hastening her husband's death in order to gratify her son, the monster Tiberius. The daughter and the grand-daughter of Augustus died in exile. Tiberius was smothered; his son, grandson and grand-daughter were murdered by Caligula, who butchered his own daughter when three years old, gave his brother a cup of poison at the family table, murdered his own mother and his own wife. Of the sixteen empresses, wives of the Caesars, six died violent deaths, seven were divorced and banished, and only three were permitted to die in peace in their apartments at the palaces upon the Palatine Hill.

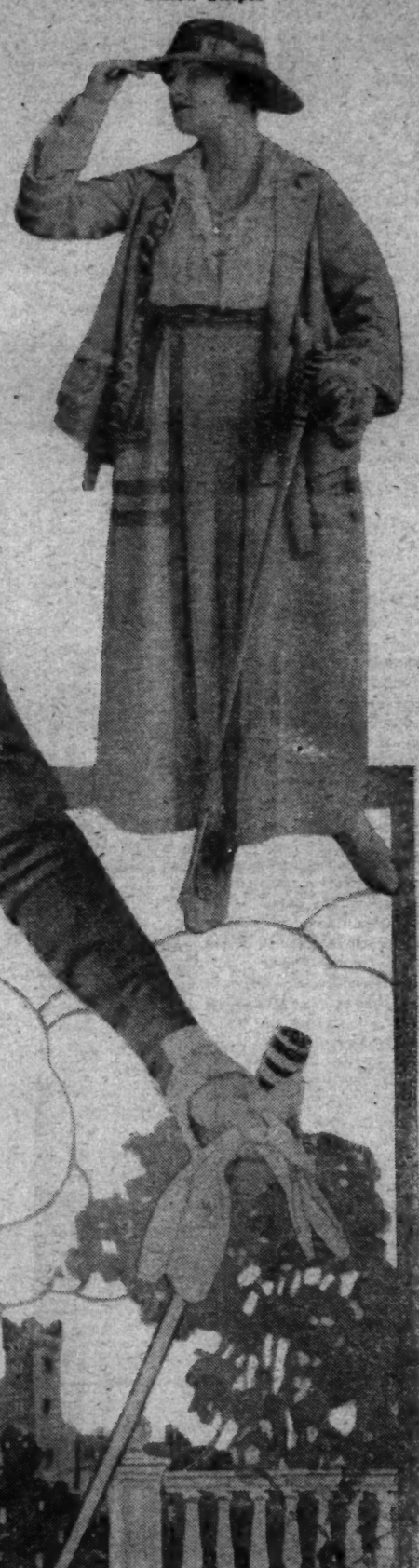
As the archaeologists go deeper and deeper into the debris beneath the imperial residences, they will doubtless find many more traces of the domestic comforts enjoyed by these distinguished families.

How Nero Went by Elevator from His Golden House on the Palatine Hill to the Circus Below, Reconstructed from Commander Boni's Description of the Remains of the Machinery and the Elevator Shaft Just Found by Him in Rome. The Elevator Run by Slave-Power Provided Communications Between the Main Floor of Nero's Fantastic Dwelling and the Circus at Bottom of the Hill, 120 Feet Below. It Enabled Nero and His Nobels Also to Visit the Dens and Prisoners' Quarters That Were Beneath the Surface Without the Trouble of Walking Up and Down Stairs.

New Walking Dresses — By Lady Duff-Gordon

A New Walking Dress With a Military Touch

"Lucile" Models



A Beauty in White Tussore and Lemon Yellow Stripes

A Morning Dress of Dark Blue Serge With the New Flowing Lines

By Lady Duff-Gordon
("LUCILE")

HERE are some of the new walking dresses for Spring and Summer. You will notice that even in these the new long lines of the skirt hold good, and that instead of close-fitting, severe outline the dresses run to graceful and full folds.

The large figure is a morning dress—or walking dress—of dark blue serge. Its wide sash is a novel feature. The buttons down the front are black, and the hat has a brim of straw and the top of felt. Faun colored suede slippers, with gray silver buckles and champagne colored stockings, go very well with this outfit. The collar is yellow and is embroidered.

The left top corner figure shows a decided military influence, which is softened by the wide sleeves and the pleats. Large Russian boots go well with this. The hat's top is of straw and the brim of felt. The belt is made of the same material as the dress, but is appliqued with black patent leather.

The little figure on the right is of white tussore, with lemon yellow stripes on coat and skirt and blue belt of the same material, and the pale blue hat looks very well with it.

In all these costumes the note of daintiness and trimness is maintained, I think. There is no reason why walking dresses should be as severely plain as some institution uniform. They can be as feminine as any other kind of dress, and, indeed, they ought to be.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

'Fighting For Existence'

A True Statement For Some Of The Nations Involved In The War, But Not True Of Germany

By Brigadier General H. M. Chittenden, U. S. A. (Retired)

Strange as it may seem, the formula "Fighting for Existence" is most used in the present war by the very nation to which it least applies. This is not altogether surprising, however, since it pertains to a nation which has resorted to every conceivable subterfuge which might influence public opinion at home and abroad. But it is surprising that so many people in other countries come to accept the plea at its face value. For instance, in a late issue of The Army and Navy Journal an army officer "whose opinion is unbiased," says that, to Germany, "defeat means destruction." Similar admissions are constantly met with from equally responsible sources.

However "unbiased" such an opinion may be, it is certainly not well grounded. Of the European belligerents in the present war there are two great States, and possibly one small State, that are not fighting for existence, and to whom defeat would not mean destruction. The larger States and Germany on the one side and Russia on the other. It is possible, but not so certain, that Bulgaria should also be included. To every other State a truly decisive defeat would mean such a change in its territorial, political, or economic status that it would cease to exist as it has heretofore existed, and would assume a subordinate, if not absolutely subject, condition among the nations of the earth.

Let us first assume a German victory as decisive as that over France in 1870, and see to what results it would lead.

England would be entirely at the mercy of Germany; her fleet would be reduced to impotence; her colonial empire would be dismembered, and her commercial and economic positions would be destroyed as far as it lay in the power of Germany to destroy. The British Empire as we know it would be a thing of the past. Great Britain, therefore, is very literally fighting for existence.

France—we have been told repeatedly by the German themselves what would happen to that State if she ever fell into their power. The whole northern section, at least as far south as to include Calais, would be taken. Conditions of military service, fortifications, finance, trade, &c., would be imposed that would cause France to sink to the level of a third-rate power. The France of history, the France which the world honors and respects, would be no more. France, like England, is, therefore, also very literally fighting for existence.

If Italy should suffer a really decisive defeat, it would result in a transfer to Austria of its whole northern territory as far south as the Appenine divide and the imposition of other conditions which would instantly reduce her to the rank of a third-rate power. The continued existence of Italy as a great State, therefore, depends absolutly upon the victory of the Allies in this war.

Belgium, Servia, Montenegro, Rumania, and probably Portugal would lose their independent existence and also their colonial possessions. In the most literal sense defeat to them means destruction. It is true that they are already defeated, except Portugal, so far as their separate status is concerned, but their cause is so identified with that of the Allies that the final question of victory or defeat will depend upon the whole outcome and not upon their individual failures.

With Russia the case is very different. Decisive as might be her defeat; stripped, though she might be, of all the territory now occupied by Germany, even of Finland and Bessarabia to boot, she would still be the most populous State of Europe, and with her growing liberalism, greatly stimulated by the war itself, would rise to loftier heights than ever. However important, therefore, may be the objects for which she is fighting, her existence as a great and independent State is not one of them.

Assume now that the Entente Allies are decisively victorious. What would be the effect upon the national existence of the Central Powers, and how far in their case would defeat mean destruction?

The Austro-Hungarian Empire would undoubtedly cease to exist. Some of its territory would go to Italy, some to a South Slav State (greater Servia), some to Russia, some to an autonomous Poland, some to Rumania, while Hungary, and possibly Bohemia, would become independent. The German-speaking provinces would inevitably gravitate into the German Empire. Austria-Hungary, as this generation knows it, is therefore very literally fighting for existence.

We need not dwell upon Turkey further than to say that she would be completely wiped out of existence as an independent State. Defeat to her means destruction.

As to Bulgaria, great as may be the resentment of the Allies toward her, we do not believe that it would be carried further than some minor restrictions of territory. Even in the hands of victorious enemies, we believe that her continued existence as an independent State is assured.

The status of Greece is so anomalous that it is idle to speculate upon the outcome of the war, so far as she is concerned.

We now come to the great Empire of Germany. Admit that she would lose Alsace-Lorraine to France and some territory to Poland; that her great schemes in Asia Minor would be permanently upset; that most of her colonial possessions would be lost; that certain restrictions would be placed upon her military and naval establishments—in spite of all these apparent misfortunes she would still remain the supreme power of Central Europe. There would be no attempt at dismemberment. No such design is even thought of. On the other hand, there would probably be large territorial gains from Austria. There would inevitably result a more democratic government, and Germany would rise above her misfortunes a greater State than ever before. Everything of good in her national life would remain, and she would lose only that which is a handicap to her. Her scientific efficiency, her industrial primacy, her commercial standing throughout the world would develop to greater successes than ever.

Official Germany knows this perfectly well. All her talk about fighting for existence is mere pabulum for home consumption and to influence neutral opinion abroad. If the German common people could be disillusioned in this respect, it would mean the prompt ending of the war. The official class will push the war to the limit in order to avoid, not destruction, of which they stand in no danger, but the humiliating confession of defeat. The people have been schooled to believe defeat of the Fatherland impossible, and the very thought of such defeat, to those responsible for the war, is undoubtedly most bitter. Outside opinion should scrupulously avoid adopting the official German pretence, as the officer quoted at the beginning of this paper has done, but should enforce in every possible way exactly the opposite view. Their object should be to show the German rank and file that the Allies are seeking to overthrow nothing in the German system which the German people will not be better off without.

The Crimea

Amongst the many rumors spread abroad, during the first few days of the revolution in Russia, as to the Tsar's whereabouts, it was confidently reported that he had retired to his famous palace at Livadia, in the Crimea, and the Crimea, with all its history, and the memories attaching to it, sprang once again into notice. The Crimea, however, is one of those places that are specially likely to be noticed at any time. In the words of advertisement, it has been described as the "Riviera of Russia," and, although few people would be inclined to indulge in a simile so "banal and threadbare," no one could fail to admit that the description has been, at any rate, justified. It is, of course, applicable only to the southeastern littoral, to that wonderful stretch of country, a veritable land of promise, with its groves of bays, cypresses, mulberries, figs, olives, pomegranates, and vines, which lies between the mountain wall of the Yaila-Dagh and the sea. Here are to be found, growing in the open and vast profusion, such plants as magnolias, oleanders, tulip trees, mimosas, and so on; whilst everywhere the countryside and the mountain slopes are bright with all manner of greenery.

Behind the Yaila-Dagh, the picture is a very different one. The country hereabouts is just a continuation of the Pontic steppes of Southern Russia, rough grass interspersed with pools of water and traversed by vast herds of cattle. The Scythians were the first historic inhabitants of the land, and there are many traces of their occupation, but before the Scythians swarmed over the Crimea, in the Seventh Century B. C., the land was inhabited by the Celtic Cimmerians. Little is known of these aborigines, however, save that, after the manner of all such dispossessed people in places where mountains exist, they took refuge in the mountains. They maintained themselves as a separate people, and came to be known as the Tauri.

At about the time when the Scythian horsemen marched down the slopes of the Yaila-Dagh and settled where they would, Greek colonists began to arrive and establish themselves, after the manner of Greek colonists of all time, on the coast. They were chiefly Dorians from Heraclea and Ionians from Miletus. The latter settled at Theodosia and Bosphorus, and, some two centuries later, the ruler of Bosphorus assumed the title and state of a king. The kingdom thus founded existed under many and various overlords, for nearly 900 years, and embraced, at the period of its greatest expansion, the entire peninsula of the Crimea and the eastern coast of the Sea of Azov. During those 900 years, it compiled a history full enough of incident. There was Parisades, King of Bosphorus, who, in 114 B. C., when hard pressed by the Scythians, acknowledged himself the vassal of Mithridates of Pontus. Then there was Pharnaces, son of Mithridates, who sided with the Romans against his father, and received as a reward from Pompey the Kingdom of Bosphorus. And so the history of the Crimea moves into the Roman period.

Under the nominal suzerainty of the Romans, and later of the Byzantines, the Kingdom of Bosphorus prospered, till about the end of the Fourth Century, when it fell before the tide of the invasion of the Huns. Thereafter, invasion followed invasion. There were Huns and yet more Huns, the Khazars, a fierce tribe from the region of the Volga, Byzantine Greeks, Kipchaks and Mongols. Finally bringing up the rear, as it were, of all invasions came, here as elsewhere throughout the near East, the Ottoman Turk. Meanwhile, however, the Crimea had become an independent khanate, under a descendant of Genghis Khan, and from 1478 to 1777 the khans continued to rule as tributary princes of the Ottoman Empire. In that year, they became dependent on Russia, and finally, in 1783, Russia took over complete possession of the peninsula. Since that time, the only important incident in its history has been the Crimean War, which spread itself over the period 1854 to 1856.

TYRRELL'S CASCADE SYRINGE

Gets right at the source of Infection and removes the Bacteria which will ultimately Clog the System.

Why
MAN OF TODAY
Is only 50 per Cent Efficient

Free copy of above Book on request

The Colon, or Large Intestine, as a Breeding Ground for Dangerous, Germs, can be quickly cleansed by this simple apparatus.

AGENTS
MACTAVISH AND LEHMANN, LTD.
CHEMISTS, Opposite the Garden Bridge, Shanghai.

ANGLO-AMERICAN SHOE CO.
21 Nanking Road 21

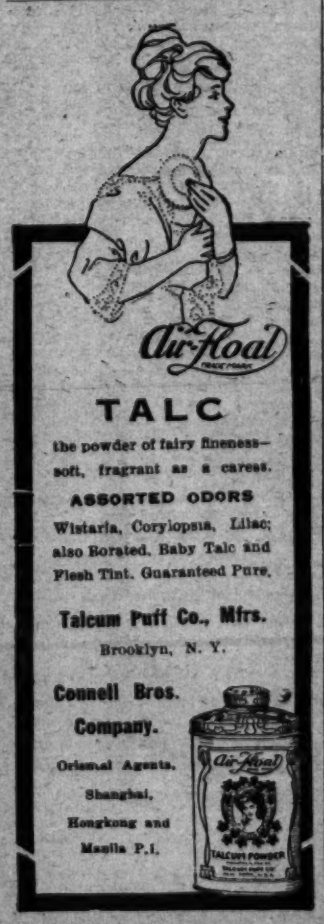
CLOSING-OUT SALE

To continue until entire stock is sold

EXCLUSIVE STYLES
IN
FOOTWEAR
SILK HOSIERY
SILK UNDERWEAR

Everything going regardless of cost

ANGLO-AMERICAN SHOE CO.
21 Nanking Road 21


Air-Foal
TALC
the powder of fairy fineness—soft, fragrant as a caress.
ASSORTED ODORS
Wistaria, Coryiopsis, Lilac; also Borated, Baby Talc and Flesh Tint. Guaranteed Pure.
Talcum Puff Co., Mfrs.
Brooklyn, N. Y.
Connell Bros. Company.
Oriental Agents.
Shanghai, Hongkong and Manila P.I.

Pour LUX on the troubled waters of the wash

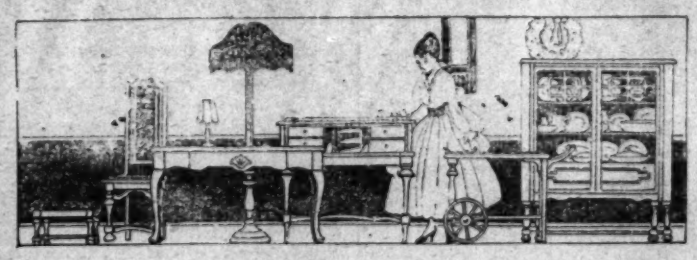
Myriads of delightful Lux wafers are working wonders at the wash-tub all the world over. In colour, these wafers are as cream—to the touch they are as silk. Each single Lux wafer is a tiny missionary for cleanliness and comfort. Their mission is to make cleanliness really delightful and delightfully easy to attain.

LUX FOR WOOLLENS, BLANKETS, FLANNELS AND DAINTY FABRICS.

Sold by all Chemists and Dealers

Agents:
LEVER BROTHERS (CHINA), LIMITED,
5 Kiukiang Road, Shanghai.

THE ECONOMICAL METHOD



OF FURNISHING THE HOME

is to engage those who, by long experience of the requirements of residents in Shanghai, can faithfully suggest the furnishing styles of all periods, and who can decorate in restrained designs and beautiful colorings.

The creation of artistic furnishing schemes is not attained by haphazard selection of costly productions, but is the result of careful discrimination by experts—

SO FURNISH WITH DISTINCTION AND ECONOMY.

ARTS & CRAFTS LTD.
FURNISHING AND
DECORATING SPECIALISTS.

Health, Beauty and the Household

Making Housework Easier

By Mrs. Christine Frederick

The Distinguished Authority on Household Efficiency.

MY mother-in-law thinks I should use kerosene on the floors and my woodwork, but it seems to me to streak the furniture. What is your opinion?—MRS. W. N. B.

Kerosene used to be considered excellent, but to-day experts believe that cedar and other oils are preferable. Use some of the prepared oils sold under various names to be used with "dustless" mops, etc., or an inexpensive oil good for all woodwork except mahogany or white maple is:

Benzine	1 part
Crude Oil	2 parts

Buy at paint store, mix well and always shake thoroughly before using. Buy about a gallon for general household use.

I LIVE in the country, and cannot use gas. Yet I get so hot and tired in Summer using the regular flatirons over the stove. Are there any other irons? We have no current either.—MRS. B. F.

Yes, there are "gas" or gasolene irons which will easily solve your problems. They weigh about four pounds, look like an electric iron, but have an inner burner which heats like a gas iron, except that the heat is generated from gasolene kept in a small tank supported by the iron. There is absolutely no danger. About one cup of gasolene will last two hours' ironing. It can be used in the dining room or on a cool porch, or carried anywhere.

HOW can I keep milk absolutely sanitary after the bottle is once opened?—MRS. G. T.

I am glad you ask because so often we women think that when we pay a high price for bottled milk, put up under the most sanitary conditions, we have done all that is needed. On the contrary, it is just as important that you keep the milk properly sealed and refrigerated after you have received it and partly used it. The little cardboard top usually breaks or bends when removed from the bottle the first time and it is best to throw it away. You can buy special milk bottle caps which can be adjusted to any milk bottle, and as they come in celluloid and other easily washable materials you can always keep them perfectly sterilized. They cost from five cents up and can be purchased at most housefurnishing stores.

This is the Law

By A Member of the New York Bar

CAN a marriage be annulled if it can be proved that the husband lied to his bride about his health?—EVA C.

The Supreme Court of New York has recently annulled a marriage because the husband entered into the marriage contract while concealing from his bride his own knowledge that he was a victim of tuberculosis. When the wife petitioned the court for an annulment on the ground that prior to the marriage her husband concealed from her the fact that he had tuberculosis, and the husband made no defense, "fraud" was held to be proved, and the wife's petition was granted. Judge Blanchard's decision in this case, however, contains some interesting comments, which indicate that not all similar cases would be so readily disposed of. In this case the wife discovered the fraud only a few days after the marriage was consummated. The husband's physical condition was such as to require the attendance of a physician, who promptly diagnosed the case as tuberculosis. Thereupon the wife broke off all marital relations.

In bringing suit for annulment of the marriage she declared that during their courtship when she inquired about certain symptoms he displayed, he answered that he had "a cold." Trial testimony showed that the husband then knew he had tuberculosis; also that in the attending physician's opinion it was an incurable case—a verdict corroborated by subsequent progress of the disease. The wife declared that her knowledge of these facts would have prevented her entering into the marriage.

On the legal question concerning the transmission of tuberculosis, the court's decision says: "There is little doubt that the offspring of a person afflicted with tuberculosis, while not born infected, are born with a strong predisposition to becoming infected, and succumb with greater readiness to its ravages." In this case there were no offspring. The parties to the marriage separated a few days afterward, on the wife's discovery that she had been fraudulently brought into the contract. Here Judge Blanchard quotes another general rule: "If, before children are begotten, before debts are created, real estate involved, and the community have long recognized the relation, the injured party seeks relief from fraud, error or duress, it seems clear that no consideration of public policy will prevent a court from annulling a marriage, where the relation has not fully ripened into the complications of a public status. For the foregoing reasons it would seem that there was a misrepresentation of a fact of sufficient weight for the courts, from the standpoint of public policy, not only because of its possible effect upon one of the contracting parties, but also upon their posterity, to declare the contract void."

YOU MIGHT TRY--

Soda for Your Purse.

A STERLING or German silver purse can be cleaned beautifully by using ordinary baking-soda and a little warm water. Wash with the hands or use a brush if preferred. Rinse with clear water and dry thoroughly.

Aprons Made of Shirts.

A WONDERFULLY neat kitchen apron can be quickly made, by using a man's discarded shirt. Turn it so that the opening will be in the back; cut off the cuffs, making the sleeves as short as you wish, and trim out the neck in a round or square yoke effect. If preferred, the garment can be put on as originally worn, by sewing up the front opening and making a new one down the back. This can be fastened with one or two buttons. The shirt is already hemmed, and the side openings can be left as they are.

Soap for Hemstitching.

WHEN preparing to draw the threads for hemstitching or drawn work, take a small brush that has been dipped in water, rub lightly on a cake of soap and draw it evenly over the threads you wish to pull out. They will come easily, and will seldom break.

Removing Mud Stains.

MUD stains on a silk dress or petticoat can be removed easily if the spots are rubbed with a piece of flannel, or with a linen cloth, saturated with alcohol.

Orange Juice on Baby's Shoes.

ORANGE juice is remarkably efficacious in freshening shoes and especially for the delicate texture of baby's shoes.

An Excellent Furniture Polish.

AN excellent furniture polish is made of equal parts of turpentine, kerosene and vinegar.

To Make Tough Chickens Tender.

A LITTLE water in the bottom of the roasting pan will help make a tough chicken tender.

My Secrets of Beauty

By Mme. LINA CAVALIERI,

The Most Famous Living Beauty.

HOW can I develop my bust from its present measurement of thirty-two inches to thirty-six inches, the size it should be to make my figure of right proportions?—MISS IVA H.

I have known the bust to be developed more than that in a year by exercises that develop the chest. Placing the clenched hands above the bust and extending the arms straight forward, then back and forth again, with quick, vigorous motions, is a good developer. So is deep breathing. Good emollients for that purpose are pure cocoanut and olive and almond oils. Your best hope, I had almost said "best bet," is exercise coupled with eating nourishing and fatty foods. This formula has been successfully used, by appiying it to the breasts with a light, firm touch every night before retiring:

Fresh lard	100 grams
Alcohol, 80 per cent	20 grams
Essence of rosemary	11 drops
Essence of bergamot	11 drops

"Rub the Feet at Night with Alcohol or Witch Hazel."

Mme. Lina Cavalieri.

WHAT can I do to keep my hair dry and curly?—M. R

The following is excellent for oily hair:

Bay rum	1 quart
Alcohol	½ pint
Water	½ pint
Tincture of cantharides	½ oz.
Carbonate of ammonia	¼ oz.
Carbonate of potash	½ oz.

This bandoline will keep the hair in curl:

Tragacanth	1½ drams
Rosewater	1½ pints
Oil of almonds	¼ dram

HOW can I build up a thin neck and low shoulders?—ALICE K.

Hold yourself upright, with the shoulders well back. Rub into the hollows a good cold cream made as follows:

Cocoanut oil	½ pound
Spermaceti	¼ pound
White wax	¼ pound

MY hair is so thin and oily that it won't stay up out of my eyes. What can I do for it?—MYRA J.

Try this tonic, massaging the scalp three times a week with it until you note an improvement:

Bay rum	3 ozs.
Oil of rosemary	½ oz.
Tincture of cantharides	½ oz.

CAN you recommend any quick way of getting thin?—ERIE.

Eat less and exercise more in the fresh air—that is the only absolutely safe way I know of.

I HAVE red hands. They are just as soft as satin, for I rub glycerine and rosewater on them every night. But I work in a store where the doors are always open, and I simply cannot do my work with gloves on. Is there any lotion I can use?—AMY B.

I think you will find the figlowing lotion helpful:

Lemon juice	1 oz.
Glycerine	1 oz.

I AM looking for a shampoo that will make my hair look less faded.—JOHN B.

Try rubbing in the scalp every other night the following:

Oil of Almonds	3 ounces
Oil of Rosemary	1 ounce
Oil of Mace	35 drops

HOW can I make my eyelashes longer and heavier?—M. O. S.

Trimming the ends of the lashes carefully with a pair of curved scissors will help. Also try bathing the eyes night and morning with an eye cup filled with

Witch Hazel	1
Water	1 part

CUTDOOR life has made the skin of my face and neck unpleasantly brown. How can I whiten it?—R. L.

An English friend of mine succeeded in whitening a golf-browned skin by the use of the following preparation:

Cocoanut Oil	1 pound
Oil of Bergamo	15 drops
Juice of one lemon.	

CAN you recommend some simple remedy for a bad case of freckles?—J. S.

An old-fashioned remedy that is perfectly harmless and often very effective is to rub fresh buttermilk into the skin at bedtime.

MY ankles are extremely sensitive, probably because I have persisted in wearing my pumps all the Winter, except in the most severe and stormy weather. What should I do?—S. M.

Extra care should be taken with your ankles at this time, because the changes in the weather will be bound to affect your feet after they have been constantly exposed to such extremes in temperature. The circulation of the blood must be kept in perfect condition. One means of doing this is by taking hot and cold baths, alternately, with great regularity. Then dry the feet carefully and rub them for ten minutes with alcohol and witch-hazel. Quite frequently poor circulation results in excessive perspiration. This creates a condition often causing untold discomfort. Taking proper care of your feet is just as much a habit as caring for the hands, the face or the hair. Give up ten, fifteen or twenty minutes every night to massaging the foot with alcohol and you will soon obtain wonderful results.

Economical Menus for the Week

THE housewife who wants to keep out of a rut and avoid always having the same old things to eat will find the menus presented here to-day very helpful.

These menus are economical and they have been planned with a view to giving an appetizing variety of food and preserving a healthful balance of the different kinds of nourishment.

MONDAY	TUESDAY	WEDNESDAY
Breakfast	*Breakfast*	*Breakfast*
Sliced Bananas	Sliced Bananas and Cream	Oranges
Rice Omelet Cheese Sauce	Eggs in the Shell	Fried Sausages Sauted Potatoes
Doughnuts	Fried Mush Coffee	Graham Gems
Coffee	*Lunch*	Coffee
Lunch	Macaroni Baked	*Lunch*
Mexican Rabbit Cold Slaw	with Tomatoes and Cheese	Baked Beans Brown Bread
Angel Cake	Apple Pie	Pickles
Hot Chocolate	Ginger Bread	Cookies
Dinner	Cocoa	Chocolate
Cream of Spinach Soup	*Dinner*	*Dinner*
Fillets of Halibut	Tomato Cocktail	Broiled Beefsteak
Baked with Bread Dressing	Beef Stew with Dumplings	Potatoes au Gratin
Scalloped Tomatoes	Mashed Potatoes	Lettuce Salad French Dressing
Lettuce Salad	Red Cabbage Salad	Cheese Wafers
Custard Souffle Foamy Sauce	Cheese Balls Apple Betty	Coffee Jelly Whipped Cream
Coffee	Coffee	Coffee

THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Prunes	Baked Bananas	Sliced Pineapple	Cereal with Dates and Cream
Cereal with Cream and Sugar	Broiled Bacon and Calves' Liver	Hashed Lamb on Toast	Egg Timbales White Sauce
Scrambled Eggs	Breakfast Corn-cake	Scrambled Eggs	Parkerhouse Rolls
Toast Coffee	Coffee	Coffee	Coffee
Lunch	*Lunch*	*Lunch*	*Dinner*
Salmon Salad	Macaroni Croquettes	Canned Corn Griddle-cakes	Cream of Corn Soup
Rolls Gingerbread	Cheese Sauce	Lettuce Salad	Loin of Veal Roasted
Tea	Coffee Junket Whipped Cream	Cream Cheese Biscuits	Brown Sauce
Dinner	Cocoa	Coffee	Turnips Mashed Potatoes
Tomato Bisque	*Dinner*	*Dinner*	Spinach with Eggs
Pan-broiled Lamb Chops	Cream of Pea Soup	Veal Broth with Vermicelli	Frozen Apricots Sponge Cake
O'Brien Potatoes	Salmon Loaf	Cannelon of Beef, Tomato Sauce	Coffee
Tomato Jelly Salad	Drawn Butter Sauce	Mashed Potatoes	*Supper*
Cheese Biscuits	Potatoes Scalloped Tomatoes	Asparagus French Dressing	Creamed Oysters
Marshmallow Pudding	Lemon Sherbet	Caramel Parfait	Lettuce, Orange and Date Salad
Coffee	Coffee	Coffee	Coffee

The Doctor Says

By Brice Belden, M.D.

The Well Known Physician and Writer.

THE muscles in my shoulder pain me terribly and I am told that it is rheumatism. Isn't there something I can rub them with to give me relief?—JOHN R. S.

Local applications of various sorts may give temporary relief. A good one is composed of

Oil of Wintergreen	2 ozs.
Olive Oil	2 ozs.

Chloroform liniment is another. If your rheumatism is due to tonsil or dental troubles the treatment calls for more than local applications. If it is due to systemic disorder brought about by faulty diet; the latter must be corrected. Certain nerve pains due to the abuse of tea, coffee, tobacco and alcohol are sometimes mistaken for rheumatism.

I WOULD give anything to find some simple and harmless way of removing the annoying growth of hair on my face.—MISS A. L.

Hair may be removed from the face or other parts of the body by the use of depilatories, but they do no permanent good, and sometimes do harm. Further growth may be excited, or the skin may be injured. The simplest and least harmful depilatory consists of

> Two to four drams of barium sulphide with enough zinc oxide and starch, in equal parts, to make an ounce. Sufficient water is added to make a paste, and this is spread thickly on the affected area and allowed to remain for a few minutes, or until the offending hairs are dissolved. The paste is then removed, the parts cleansed, and a coating of cold cream applied. It may take as long as ten minutes to soften the hairs so that they can be removed.

Electrolysis gives good results in a limited number of cases. It is a method requiring much patience and skill, and should be applied by a dermatologist. The X-ray has been effective in the hands of very expert physicians, but there are risks.

WHAT can I do for the roughness and dryness of my skin? Am twenty-one years old and apparently in good health.—MAY F. O'L.

Cocoa butter is a good emollient application for roughness and dryness of the skin. Too frequent bathing may remove too much of the natural oily secretion. Use a pure castile soap, and no other, and soft towels. Sometimes a dry skin is symptomatic of a sluggish thyroid, the treatment of which condition calls for special attention from a physician.

Science in the Home

By Prof. Lawrence Hodges

Head of the Citadel Laboratory of Physics.

WILL a gas meter read less in the Winter than in Summer?—K. K. M.

You will certainly get more gas per cubic foot in Winter than you do in Summer, provided the pressure is the same in both cases. If you use the same weight of gas, then, the meter will read less in the Winter. Probably this difference does not appear, because, though you get more heat from a registered cubic foot in the Winter time, you really need more to do the same work on account of the cold temperature.

WHY can I see two reflections close to a plate glass mirror?—L. O. P.

Because both the front surface of the glass and the silver on the back surface are reflectors. Both reflect your image and two images seen will be displaced from each other by a distance nearly the same as the thickness of the glass.

WHY does a door frequently slam when it is wide open?—B. B. Y.

The pressure at right angles to a moving stream of air is less than atmospheric pressure. Thus the air behind the door exerts more pressure on its side than is exerted by the draught at right angles going through the door on the other. This difference in pressure gradually shoves the door into the draught, which now strikes the door not at right angles, but with its forward force and which promptly slams it to with a faster and faster motion.

WHEN a fuse blows out and cannot be replaced immediately, is there any way by which I can remedy matters till another fuse can be bought?—V. M.

A fuse blows out for one or the other of two reasons: Either too many appliances and lights are on at one time, or else there is a short circuit somewhere. If you are satisfied that the cause is from having on too many appliances you can remedy matters temporarily by the following device, bearing in mind always that the fuse must be replaced just as soon as possible and that you should turn off at least one of the appliances: Unscrew the old fuse and place a coin in the socket, then screw the old fuse back into place. You are now unprotected, but you will get current. It is perfectly safe if you know your wiring is all right and if you know that you have no short circuit anywhere. In case you do have a short circuit the wires running to that spot will start to smoke.

In this event the switch controlling the circuit must be opened at once to prevent fire. In case you are in an apartment the probabilities are that in doing this stunt another fuse downstairs will be burned out and you will place the whole house in darkness. So be certain about no possibility of a short circuit. A short circuit means that two wires which should be insulated from each other have come into contact.

I HAVE been told that "washing my stomach" will cure the indigestion which often keeps me awake nights. How is this done, and will it help me?—M. W. B.

Washing the stomach for simple indigestion would not be a wise procedure. The cause of the indigestion should be sought for and removed. It may be due to imperfect mastication caused by haste in eating, or by defective teeth. It may be due to too great consumption of starchy foods, or to other indiscretions in diet, such as the eating of pastry or fried foods. Digestion may be disordered by sweets in excess, alcohol, tobacco, tea or coffee. Lack of exercise may be responsible. If your indigestion is caused by something more serious, such as gastric catarrh dilatation or ulceration, washing out the stomach might be indicated, but this should be left to the judgment of a physician after careful diagnosis. The stomach is washed out by passing a rubber tube into it with a funnel attached. Into this funnel boiled water at a temperature of about 105 degrees is poured, and then siphoned out, the process being repeated until the fluid comes away clear. Sometimes specially prepared solutions are used. This procedure should not be attempted by the patient himself. Under many circumstances it would be ill-advised. A glass of hot water upon arising in the morning is a simple expedient which may prove beneficial in your case. Particular attention should be given to the bowels.

EGGLESS CAKES---

Raisin Cakes.

THESE delicious little cakes require one cupful of butter, two cupfuls of sugar, two cupfuls of milk, four cupfuls of flour, one cupful of chopped raisins, two teaspoonfuls of baking powder and one teaspoonful of vanilla—but no eggs. Bake as drop cakes in little tins.

Apple Sauce Cake.

STIR one teaspoonful of soda into a cupful of apple sauce. Add a half cupful of creamed butter, a cupful of sugar and a pinch of salt and beat thoroughly. Then add a cupful of chopped raisins mixed with two cupfuls of flour.

Motor Car Section of The China Press, May 20, 1917

AUTOMOBILES

SHANGHAI, SUNDAY, MAY 20, 1917

HARLEY-DAVIDSON FOR 1917 IMPROVED MODEL

New Color, Better Electrical Equipment Among Features of Latest Motorcycle

The first batch of 1917 Harley-Davidson motorcycles has arrived, in London and the machines are now on view.

The most noticeable alteration in appearance is the new olive brown color which has been adopted as standard for 1917 following on several large orders which were executed for the United States Government, in which this color was specified. It certainly gives the machine a most handsome appearance, and should give better service than the grey finish formerly used.

As regards efficiency, the most important point is the alterations in the engine. Although of the same capacity as formerly, the twin-cylinder model now develops over 16 actual h.p. This attainment is the result of continuous experiments, and the Harley-Davidson engineers now claim to have produced the finest and fastest standard engine to be found in any motorcycle.

A remarkable feature is the valve timing; only one cam wheel is used as heretofore, but this carries four separate cams, one for each of the exhaust and inlet valves; consequently perfect timing is obtained for each cylinder. The four cams can be distinctly seen in the second of the accompanying illustrations. The inlet manifold has been considerably improved in design, allowing a perfect flow of gas to each cylinder. Both the exhaust and inlet tappets and springs are entirely enclosed, whilst the inlet springs are now somewhat longer than formerly.

The engine sprocket shaft is now carried on two roller bearings, which are lubricated by special oil-ways cut in the crank-case. The oil, after lubricating the bearings, returns to the crank-case. The kick-starter is now fitted with a neat pedal in place of the rubber bar which was standard last year.

The well-known three-speed gear box remains unaltered in design, and the same can be said of the efficient front forks, silencer, and mechanical oil pump. All of these parts have proved their efficiency over a very long period, and it has not been deemed necessary to embody any alterations. The front chain guard is now fitted with an extension carried right underneath the chain, thereby further protecting it from dust and mud.

Various detailed improvements have been carried out in the electrical equipment which is known as the Remy Unit, and it can be recommended as being in every respect the equal of the ordinary magneto as regards reliability and service. It provides a high tension alternating current for the ignition and a low tension direct current for the horn, front and rear lamps, side-car lamp, and also storage current for the battery. The battery is always in circuit and consequently there is no risk of damage to the system through overloading. Should the battery be run down, a start can always be made on the generator in a similar way to starting the machine by magneto, and as soon as the engine is running the generator will provide not only current for the ignition, but for the lighting as well. A discharged battery can be re-charged by running the machine on the road without using the lamp. Beyond the slight attention which the battery requires in the way of refilling with distilled water, the Remy equipped outfit provides without the added weight and inconvenience of a separate dynamo lighting set.

The whole machine has been carefully considered with a view to embodying improvements in detail both mechanically and in finish. Only two models will be sold in England—Model 17-F, fitted with the ordinary magneto ignition, and Model 17-J, fitted with the Remy electrical equipment. Both of these are 7.9 h.p. twin-cylinder machines, bore 84.1 mm. and stroke 88.9 mm., giving a capacity of 988.83 c.c. The list price of Model 17-F is £93, and that of Model 17-J £102.

WHAT AN AUTO ENGINE IS AND WHY, BY AN EXPERT

Description of Parts of Motor and Their Function Given with Technical Words Left Out—For New Owners and Old.

By William H. Stewart, Jr.

Many persons have trouble with their automobiles because they do not understand them. They never can expect to obtain best results from their cars unless they understand the function of each part of the mechanism, the operation, the troubles, and minor repairs. This seems like a large understanding, but it can be accomplished if one applies himself systematically to the task. The mystery of mysteries to the average individual is the engine. Unless the construction and operation of the engine are known the novice can never hope to clear his mind of that haunting dread that "something" is going to happen.

The essential parts of the motor are few and easily learned. Every one has heard of an engine having four, six, or more cylinders. The cylinder is the important part of the engine. Inside it are the moving parts which give power. The more cylinders employed the smoother the engine is supposed to run. The moving parts inside are first the piston, then the wrist pin passing through it. This serves as a hinge for the connecting rod which transmits the power to the crank shaft running the length of the engine and receiving power from all the cylinders.

The purpose of the piston is fourfold: First, to draw in the fresh mixture on the suction stroke; second, to compress it on the compression stroke; third, to receive the force of the explosion on the power stroke and transmit it to the crank shaft, and fourth, to push out the burned gases on the exhaust stroke. The wrist pin serves as a hinge and the connecting rod passes the power along, transmitting it to the crank shaft and causing same to revolve. The action is almost identical with that of the foot on a bicycle pedal. The leg moves up and down in a reciprocating manner and causes the pedal to revolve. In the same way the connecting rod and crank shaft change reciprocating motion into motion of revolution.

The four strokes of the engine, just mentioned, however, cannot fully be understood until the valves are explained. There are two of these to each cylinder, one to let in the fresh gas, called the "inlet valve," and the other to let out the burned gas, called the "exhaust valve." They are held tightly closed by springs and are only opened when occasion requires. To do this a cam shaft is necessary. It is a long shaft, running the length of the motor, with as many cams as there are valves. A cam is a projection on the side of a shaft, smooth in outline, which revolves with the shaft and so opens the valves. It does not touch the valve directly, however, as there is a small part called a "valve lifter" which reaches from cam to valve stem. This gives a more direct push to the valve, gives a broad surface for wear, and has an adjustment which enables one to secure best results in operation.

The necessary connection with the crank shaft is provided by the "two-to-one gears," or "half-time gears," as they are sometimes called. The gear on the cam shaft has twice as many teeth as the gear on the crank shaft. Since this arrangement drives the cam shaft at half the speed of the crank shaft, it will be readily seen why they are called "half-time gears."

Now that we have arranged for the operation of the valves, it will be easy to understand what follows. The piston goes down with the inlet valve open. This sucks in the fresh gas and is called the suction stroke. Having filled the cylinder with explosive mixture, the piston now rises, forcing the gas into the top of the cylinder, the "cumbustion chamber." As both valves are tightly closed, the gas cannot escape but is compressed in the top of the cylinder. So this is called the compression stroke. Now comes the electric spark, setting fire to the compressed gas, which burns, expanding as it does so. The pressure developed by the expanding gas drives the piston down, setting crank shaft and flywheel in motion, thus producing power. This is the power stroke. Both valves remain tightly closed until the piston nears the end of the power stroke, when the exhaust valve opens to let out the burned gases. As the piston returns upward it drives out the burned gases effecting the exhaust stroke. This is followed again by the inlet stroke, and the series of operations is repeated so long as the engine runs.

Overland Sets New Australian Record

A four cylinder Overland touring car has established a new record in West Australia, covering the 238 miles from Albany to Armadale in 5 hours and 25 minutes. This is 19 minutes faster than the best previous record, set by a "six" of larger wheelbase and supposedly greater power, in April, 1916.

The driver of the Overland car, C. J. Lewis, held the record for the trip for a long time, when in 1915 he negotiated the route in 6 hours and 32 minutes.

The trip was made in Australian midsummer, over huge sand plains, spoon drains, humpbacks and through jungles, where sometimes the road was only a winding footpath.

The average speed for the trip was 43.94 miles, 2.6 miles per hour faster than the previous record.

Suggestions On The Overhauling Of A Motor Car

If your automobile has been in storage during the Winter, give it a thorough overhauling, before starting it on the road.

Here is a list of the things which need to be done to prepare your car properly for good weather driving:

1. Fill the radiator with water. See that the gasoline tank contains a sufficient quantity of gasoline and that there is plenty of oil in the crank case.
2. Take your storage batteries down and have them tested.
3. Assuming that the tires were taken off when the car was stored and put in a warm place, they should be looked over for weak spots and properly inflated.
4. Scrape the rims and paint them with shellac and flake graphite.
5. Start the motor and drain out the old oil. Put kerosene in the crank case and run the motor so as to pump it throughly through the oiling system; then draw it out and fill it up with fresh oil.
6. Remove the carbon from the engine.
7. Grind the valves.
8. Adjust the valves, brakes and bearings.
9. Oil the gear-shifting mechanism, clutch and brake mechnism and all clevis pins.
10. Inspect oil pump and fittings for possible leak.
11. Clean out and fill all grease cups with a good grade of medium weight grease.
12. For the next week put three tablespoons of kerosene in each cylinder to cut the carbon and let it stand over night.
13. Clean differential and oil universals and gear sets.

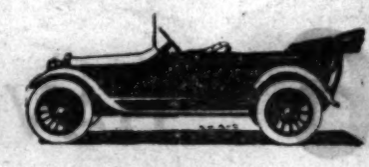
In a word go over every part of the mechanism, cleaning, oiling and tighteing loose parts. Don't take anything for granted. Above all things, do not meddle with the carburetor. When it leaves the factory it is properly adjusted. Ninety per cent all motor car trouble is with the ignition.

Hupmobiles Popular With The Film Stars

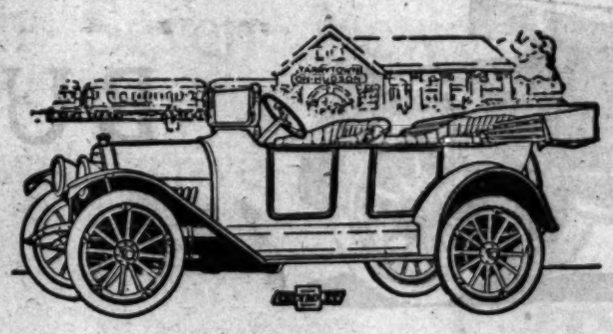
With the delivery of a Hupmobile to Jack Dillon during the last week three Keystone directors are now Hupmobilists, and Head Cameraman McLean makes a fourth official, aside from the company itself and several of the principal members of the sixteen companies. The three directors are Ferris Hartmann, who is making a reel actor out of Frank Darien, formerly with the Morosco stock company; Reggie Morris, who is directing his own productions, and now Jack Dillon. Dillon's work is largely a matter of directing himself, Claire Anderson and Marie Manley.

"Once let it become known that you are considering the purchase of an automobile and your troubles begin," said Dillon. "It doesn't make a particle of difference whether you have made up your mind what you are going to buy, you will be pestered until you have bought. But that's business, I guess, and really a part of the automobile game.

"When I fully made up my mind to buy an auto I was convinced that a Hupmobile was the car that would suit me. It didn't make a bit of difference to me what car offered me a demonstration, my mind didn't sway from my first intention."



FOR SALE
A
Large Number of
NEW AND SECOND-HAND CARS
at prices to suit everybody
LANDAULETTES, LIMOUSINES, ROADSTERS,
TOURING CARS, 2, 4, 6 AND 8 CYLINDERS
of well-known
French, British and American makes.
TRIAL TRIPS MAY BE ARRANGED BY APPOINTMENT.
AUTO CASTLE 228, Avenue Joffre
(opposite French Fire Station) Tel. West 412



Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in achievement, in excellence of rank?

When you buy a car, you believe what the maker says of it. You buy material and labor *plus* reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputation is founded on complete satisfaction. We could not have grown without it.

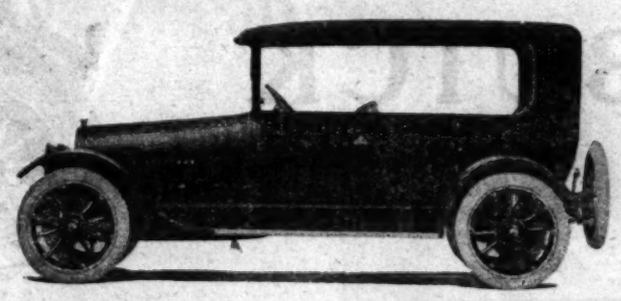
PRICES
TOURING CAR.....Tls. 1325
ROADSTER.....Tls. 1250

THE STAR GARAGE COMPANY
125 Bubbling Well Road
'Phone West 197

Factories: NEW YORK CITY; TARRYTOWN-ON-HUDSON, FLINT, MICH. ST. LOUIS, MO.; OAKLAND, CAL.; OSHAWA, CAN.; FT. WORTH, TEXAS

CHEVROLET

Warm in Winter—Cool in Summer
1917 CHANDLER SIX
Seven-Passenger CONVERTIBLE SEDAN



Adequately meets every weather condition.

In a few moments, the Chandler Convertible Sedan may be transformed from a luxurious enclosed winter model into an ideal summer touring-car. Used as either a winter or summer model, it expresses luxury and comfort. It is one of the most beautiful, convenient and entirely satisfactory bodies yet devised.

All the windows are removable; the door windows slip down into envelopes, and the other side windows may be removed from their position and placed in a special receptacle provided. The top is made from a single piece of metal without joints, making a roof that can never leak.

For price and full information, apply to the
SOLE AGENTS:
THE STAR GARAGE CO.,
125 Bubbling Well Road,
Telephone West 197.

30 BUICK

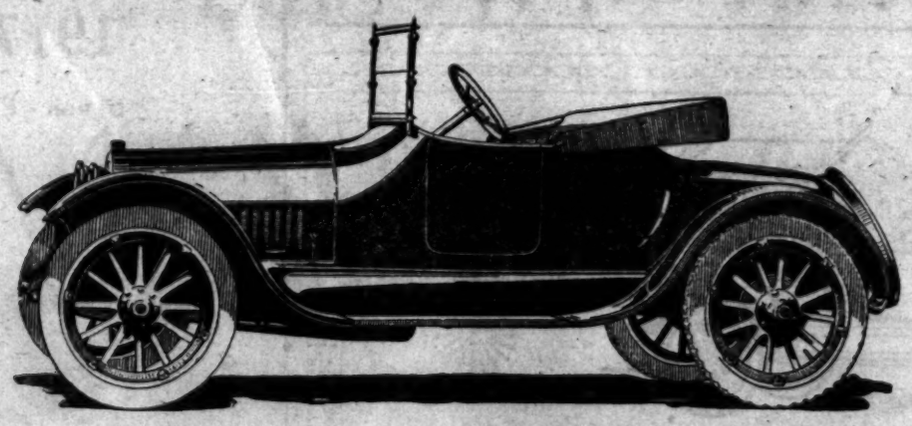
Touring Cars and Roadsters
Fours and Sixes

will arrive on Wednesday by the Chicago Maru

26 HAVE BEEN SOLD TO ARRIVE 26

ONLY 4 LEFT

Who will be the lucky ones to get these popular cars?

BUICK  BUICK

THE ECONOMICAL GASOLINE CONSUMPTION CAR

H. S. HONIGSBERG & CO., Inc.

TELEPHONE WEST 1234.

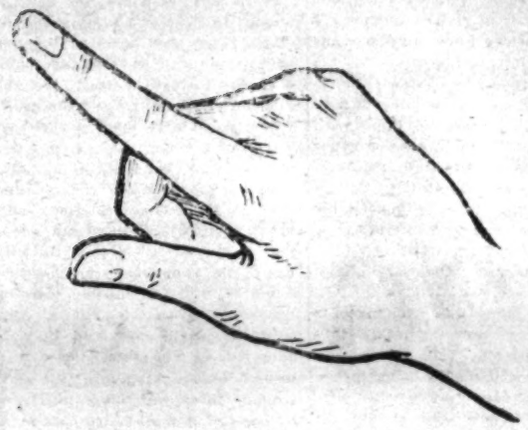
HONIGSBERG Buick SERVICE

While other people talk quality we guarantee it!

HONIGSBERG Buick SERVICE

This is to announce that

10



Studebaker

TOURING CARS AND ROADSTERS

Fours and Sixes

OF THE NEW SERIES 18

With Seven New And Quite Exclusive Features

will arrive next Wednesday by the Chicago Maru

TWO

have been sold to arrive, and it is expected that there will be a rush for the remaining eight cars.

Better make your reservation NOW.

H. S. HONIGSBERG & CO., INC.

TELEPHONE WEST 1234.

While others talk quality, we guarantee it.

Penny Wisdom In Buying Autos

The leading article in the Motorists' Column that appeared in the issue of Leslie's for April 8, entitled "Car Shopping of the Proper Kind," has resulted, we are glad to note, in several instances in which the prospective purchaser was made to realise the advisability of paying full list price for a car purchased through a reliable dealer. In such instances, we have been informed, the purchaser believes that he has received full value for the price he has paid.

There is, however, another type of price cutting that could not be covered in the space devoted to the article in question and which is worthy of separate discussion. This particular phase of price cutting is so heavily veiled by fictitious values, that it is rather difficult for the purchaser to know on just what basis he is buying his car.

A large proportion of new cars are sold to present automobile owners and something must be done with the old cars. The average owner naturally cannot afford to maintain two cars, even though the double investment might not be beyond his means. The tendency, therefore, is for the dealer from whom he purchases his new car to offer to take the old one as partial payment. If the amount allowed in exchange for the old car represents approximately its actual present value, based on the price that it would bring in the second-hand car market, the purchaser of a new car should be satisfied. But if he takes his old car from dealer to dealer in the search for one who will make the best offer in exchange, he is "shopping" for a cut price just as much as though he was seeking a split commission, and the evils attendant upon such a transaction will be the same.

The new car purchaser, who would obtain a fair price for his old car as partial payment, must consider several factors that enter into the transaction. His old car, no matter how short a time it may have been used or how well it may have been cared for, is nevertheless a second-hand machine, and therefore possesses an actual market value probably scarcely more than half that credited to it by its owner. When taken in exchange, it probably will need overhauling to a greater or less extent, and possibly painting and varnishing. It will occupy space in the dealer's show-room or repair shop during the time that it remains unsold, and this can be represented in actual dollars and cents cost for rent; "carrying" second-hand cars constitutes no small portion of the cost of doing business on the part of the dealer who takes many such vehicles in exchange. In addition to these costs, the dealer has a cold cash investment equal to the amount allowed for the second-hand car. He must pay interest on this, and the transaction is the same as though he had loaned this sum to the purchaser of the new car and had taken the second-hand machine as security. Furthermore, it is only fair that the dealer should expect a small profit on the re-sale of the car that will not only cover the actual expense of overhauling, but that will represent the legitimate profit of doing business.

There may, of course, be a variation in the cost of handling and re-selling these used cars, so that the actual amount of the exchange offered cannot furnish in itself a reliable criterion of whether or no the dealer is offering a large sum in exchange as "bait" for the sale of the new car that he handles on a large dealer's discount basis. It is possible that, through close relations with the factory, or through the accessibility of a service station, the used cars of the same make as those represented by the dealer can be thoroughly overhauled at a comparatively small cost and may be marketed as guaranteed used cars through regular channels, that serve to place these cars more nearly on the basis of new standard cars made by that company. The price obtained for such used cars is naturally higher than that obtained for the "wanderers," which flit from dealer to dealer and from owner to owner, and which represent the chaff of the second-hand market.

The average purchaser cannot, of course, know of all the conditions affecting the disposal of his used car by a certain dealer. He should not, however, allow the difference of $50, $100, or even $500, that might be offered on the exchange of the new car, to stand in the way of the selection of the machine which he has decided will be best suited to his requirements. The dealer who makes excessive offers for used cars is traveling the same road as he who offers to sell a new car at factory prices, plus $50. It may generally be assumed that a reliable dealer handling a reliable car will offer a fair price for a used car in exchange for a new one, and when the prospective purchaser has assured himself of the stability of the dealer in question as a business man, all further attempts at "dickering" should cease.

American Motor Cycle Design

Perusal of the American motor-cycle press, with particular reference to the subject of the recent motor-cycle show held at Chicago, leads to the impression that manufacturers in the States are holding fast to the idea that the heavy ultra powerful type of motor-cycle is the one most demanded by the public in that country. At the same time there is a more decided tendency to extend the scope of usefulness of the motor-cycle by introducing in a few instances lighter and handier machines, and in the latest designs some of the principles originated and found successful in this country are also being introduced. To the two-stroke lightweight has been added a machine in which is employed the horizontally-opposed cylinder arrangement, operating in this case on the four-stroke cycle and although not developed very far as yet the indications are in favor of a coming popularity for these lighter types of motor-cycles of approved design.

At the same time, as we said before, the heavy class of machine with very powerful engine and a host of refinements is being pushed by the majority of firms in the States at the present time and this type is given preference by the public. Also the employment of motor-cycles for trade purposes is growing apace on the other side of the Atlantic and has, if anything, outdistanced the similar trend in this country.

As regards general design, machines have not altered materially since the previous exhibition, although there is a marked improvement in some of the more detailed essentials of the construction in many cases. The Americans seem to be giving much attention to the question of the selection and treatment of the materials employed in motor-cycle construction and the employment of vanadium steel is one of the directions in which this tendency is exhibited.

Another feature of American motor-cycle design which stands out prominently is that relating to frame construction. Here the adoption of measures for ensuring greater strength and at the same time improving the character of the frame from the rider's point of view are becoming much more marked and it is a point to which too much importance cannot very well be attached. There is room for similar measures here as well where very many designs are concerned.—*The Motor-cycle and Cycle Trader*, London.

Studebaker Expert Predicts Shortage

"I know we were kept everlastingly busy booking orders for the new series 18 Studebaker cars and, from present indications, I am afraid our anticipated production of 125,000 cars for 1917 will not be near enough to satisfy the demand," says L. J. Ollier, vice-president of the Studebaker corporation.

"We made and sold something like 80,000 Studebaker cars last year—and we could have sold double that number of cars if it had been possible for us to produce them. Dealers from the middle west and other points in attendance at the Chicago show were enthusiastic in their praise of the new Studebaker cars—and showed their sincerity in a very substantial manner when they placed their order for enough cars to absorb our entire year's output.

"There is more reason for car shortage this spring than ever in the past. Back of it is the extraordinary demand and this is coupled with the lack of transportation facilities. With a much larger percentage of buyers of new cars in sight and the great decrease in the efficiency of the steam lines—utter inability to cope with conditions in many instances—it is evident that the dealers and distributors are going to have to hustle to keep any cars on their floors. So when a man has decided to buy I urge him to do so at the earliest moment.

"Even if he has to take his car now, it is better to do that than not to know when he can be accommodated. Studebaker has increased its production tremendously and will do everything in its power to keep abreast of the unprecedented demand for Studebaker cars."

1917 Models Follow Lines For 1916

If one may be permitted an Irish tendency, it might be said that the most notable improvement in the 1917 models is the lack of improvement. This does not imply that the 1917 cars are in any way failing to uphold the good reputation of 1916, but rather means that 1916 proved so reliable, so comfortable, so generally satisfactory, that 1917 can be one of those "quiet workers" who prefer to perfect existing types, adding small refinements and modifying details, rather than seeking a reputation in striking (but unproved) offerings.

It is in the cumulative bulk of smaller detail that we see the advance of 1917 over 1916. Thus, in the motor we find few announcements of new design, but in numerous cases there are good adaptations of certain features that were practically new in 1916. Several makers have added the thermostatic heat control (either automatic or manual) that will better motor efficiency. In a number of cases there have been slight improvements in carburetion, particularly in the larger cars, which permit of greater economy for all ranges of speed. Lubrication has apparently been found uniformly satisfactory. A few improvements in valve design and in camshaft drive may be noted, though all these follow out accepted and tested design. The few makers who offer the 16-valve, 4-cylinder motors only put these in a sporting or semi-racing chassis, so that they can scarcely as yet be called a stock product. But possibly 1918 will show an advance in this design, for it is a logical, efficient development. It will be noted that the "fours" are holding their own, and show promise of always being the predominant type, especially if the cost of fuel continues to go up. The presence of a kerosene motor on the market may mean much or little—probably the latter for several years to come.

In general chassis design there are almost no notable changes—possible a little more attention has been paid to bettering the lubrication of the more inaccessible parts, there may be a little more general adoption of wire wheels, or more attention to smooth underbodies and better clearance. But as a whole, the power plant and chassis of the 1917 car are almost identical with those of 1916, and it is in body design and appointment that the new year shows its greatest influence.

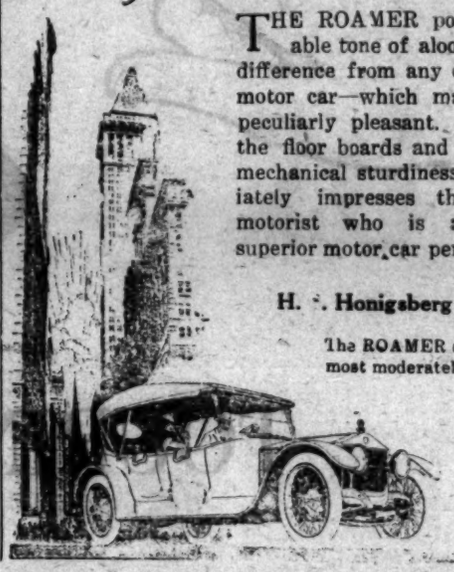
The most striking features at most of the shows was the prevalence of slanting windshields, which are good artistically and practically. The only other almost-universal feature was the presence in each display of some form of four-passenger roadster. It is cause for congratulation that these types were also more comfortably and carefuly designed than has heretofore been the case. The crowned or semi-crowned fender now dominates the field, the outside of the car is practically free from any accessories, the extra tire is in a position of artistic balance, and all body and hood lines are smooth and flowing. So that the 1917 car is better looking than its 1916 relative, a little gayer in its painting, a bit more comfortable for its occupants—in short, just one more year further removed from its prehistoric ancestor, the "horseless carriage."

The ROAMER

America's Smartest Car

THE ROAMER possesses a desirable tone of aloofness of utter difference from any other American motor car—which makes ownership peculiarly pleasant. And beneath the floor boards and hood there is a mechanical sturdiness which immediately impresses the experienced motorist who is accustomed to superior motor car performance.

H. F. Honigsberg & Co., Inc.



The ROAMER skiff type is priced most moderately and includes the option of any color of body finish and your choice of upholstery and top.

FISK TIRES

EMPHATICALLY THE BEST TYRE PROPOSITION ON THE MARKET

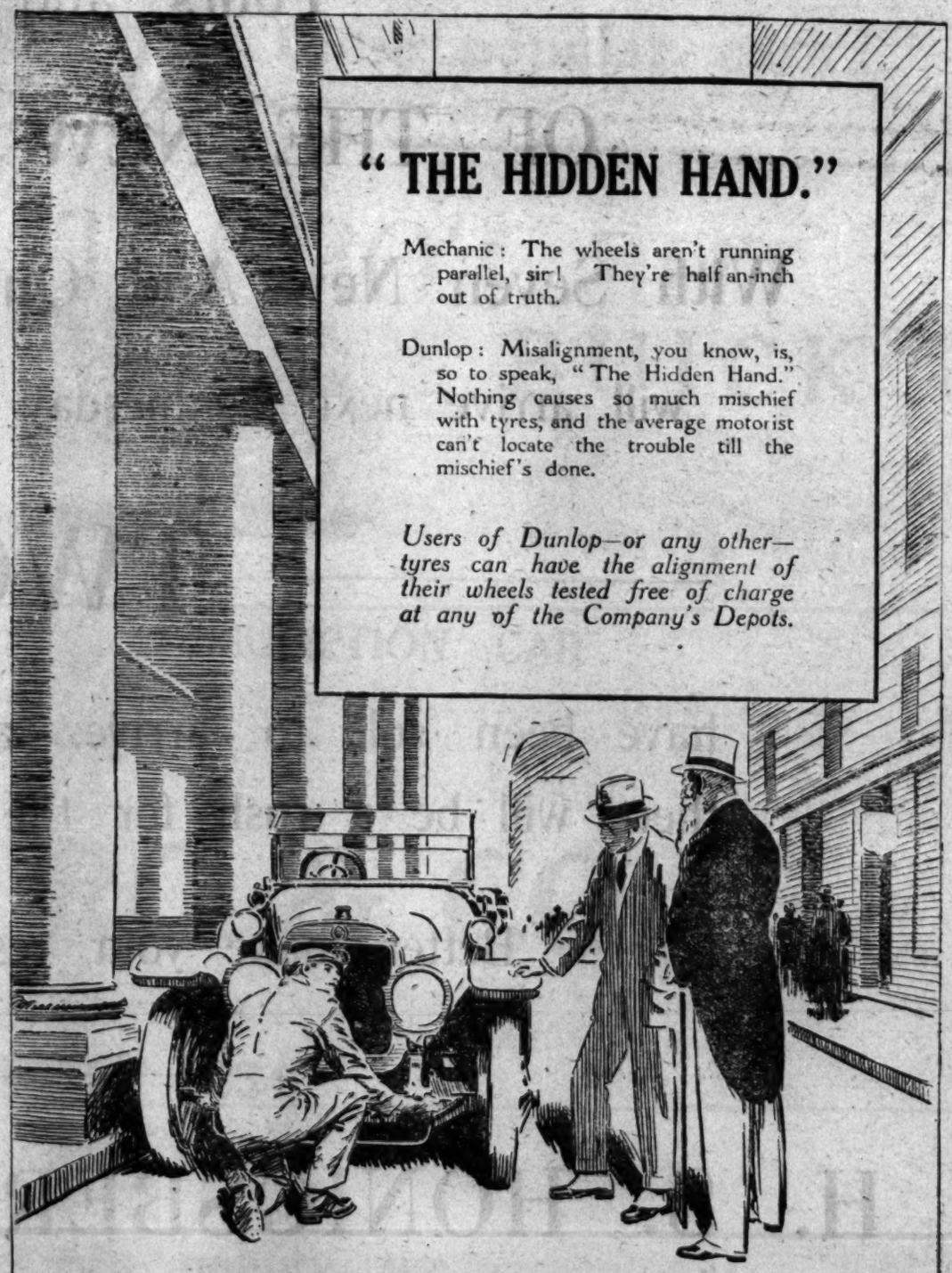
Fisk established quality at Fisk low prices offer car owners for the first time an absolutely sure way to cut tyre costs

FRESH STOCK: ALL SIZES

We carry a complete stock of Fisk tyres and tubes in all Standard Styles and Sizes.

NOTE THESE NON-SKID CASING PRICES

880 x 120	red top	Tls.	46.55	37 x 5	Tls.	53.85
	non-skid	„	43.60	36 x 4½	„	47.00
	plain	„	41.00	—	„	—
820 x 120	red top	Tls.	42.40	34 x 4	Tls.	44.60
	non-skid	„	40.15	„	„	39.75
	plain	„	48.10	„	„	37.50
875 x 105	red top	Tls.	40.25	33 x 4	Tls.	42.50
	non-skid	„	37.85	„	„	37.35
	plain	„	35.00	„	„	35.60
815 x 105	red top	Tls.	39.00	32 x 3½	Tls.	41.75
	non-skid	„	36.10	„	„	40.15
	plain	„	33.20	—	„	—
760 x 90	red top	Tls.	27.80	30 x 3½	„	20.75
	non-skid	„	25.25	„	„	19.60
	plain	„	21.70	—	„	—
	red top			30 x 3	„	17.60
	non-skid			„	„	16.50
	plain			„	„	14.90
	red top			28 x 3	„	15.80
	non-skid			„		14.75


"THE HIDDEN HAND."
Mechanic: The wheels aren't running parallel, sir! They're half an-inch out of truth.
Dunlop: Misalignment, you know, is, so to speak, "The Hidden Hand." Nothing causes so much mischief with tyres, and the average motorist can't locate the trouble till the mischief's done.
Users of Dunlop—or any other—tyres can have the alignment of their wheels tested free of charge at any of the Company's Depots.

DUNLOP RUBBER CO., LTD.,

FOUNDERS OF THE PNEUMATIC TYRE INDUSTRY,

20 Kiukiang Road, Shanghai

Phone 2248 Cables: Pneumatic.

For The Woman At The Wheel

At last the shops are showing the rarest and most unique article for women drivers that has been found for some time. Any woman who has driven a car knows the serious damage which is done to the heel of her shoe after she has used the foot brakes of her car even on a very short ride.

Invariably the leather covering of the heel of the shoe is torn off and alas! a dainty pair of boots is ready to be cast aside because of the sadly disfigured heels.

To avoid this, many have turned the old-fashioned cozy wool foot warmers into auto overshoes. These they wear while in the car and, though they answer the purpose, they are inconvenient and awkward, so it is with a grateful appreciation that we receive the dainty heel covering which our boot shops are displaying.

Wraps and coats are following to a great extent the lines of the winter garments, though the short military coats are used with the sport suits. One long, loose model coat is in tan Lupine cloth. The front is gathered at the waist line into a narrow girdle and the back is full. A narrow stitched belt, starting under each arm, arooses in front, goes twice around the waist and ties in front, when one wishes the coat belted in the back, or the belts may be bowed up in front to take up their length when the coat is worn loose. There are four large tan white rimmed buttons down the front and the coat is lined with tan silk. A coat in much the same model is in heather purple Bureella cloth and is lined with a deep lilac satin.

Sport suits of light colored cloths or mixtures have the military short coats braided with black soutache braid, with a gold thread running through it. Some are fitted without belts or have belts to match, others have the black, woven silk tubular sash like those worn with dress uniforms of army officers. This style of coat is likely to doom summer furs, as trim lines give the coats their smart appearance. Short silk coats are very fussily made, some being trimmed with the pinked, or fringed, ruffles of long ago.

Dust coats are being made of Khaki Kool, pongee, tussor and white alpaca in the now familiar "trench" coat model. The buttons and belt buckles are of leather, brass or white pearl, and they form the only trimming of the coat. The coats are strictly tailored and are very smart looking. A cap with a leather visor made of the coat material is worn with the coat.

Silk or linen smocks will take the place of dust coats for young persons this year. They are easily slipped on and off and come in fascinating models.

White kid gauntlets are smart for the woman who drives her own car. They are stitched with black, are piped with black kid at the wrists and have white, knitted woolen gloves to be worn inside. Incidentally the inner gloves add to the wearing qualities of the outer glove. The gloves do not wash, but have to be cleaned. White fabric gloves are also much worn and wash beautifully.

Shoes will be of various materials this summer, including silk tops to match gowns, canvas dyed in odd shades, tapestry and other pliable materials. Thus only the vamps and soles require leather.

Women who wish for an individual note in their apparel are choosing silk sweaters in becoming colors and are having hand woven sashes made for wear with them. No two are made alike, each one selecting her own silks and pattern, and these sashes are very smart. Many women are taking weaving lessons and investing in a new model loom that is small and not so expensive as the old ones. They can make not only their sashes, but sweaters are well. The sashes, to be correct, must be three and one-half yards long including the fringe, and eight or 10 inches wide.

Black satin promises to be very much worn this summer for touring, when made into one-piece gowns. The only bit of frailty about these gowns is the collar and tucker, and enough extra ones may be taken along in the bag for the journey. Satin is comfortable and does not wrinkle badly or stick to the upholstery when the coat is laid aside. A little extra jacket is generally made for the one-piece dress so that it may be worn on the hotel veranda when the big coat is left in the car.

HUGE ARMY OF AUTOS IN NEW YORK STATE

Can Muster Gasoline Force Of 318,000 Cars, 105,000 Chauffeurs, 32,800 Trucks

Albany, N. Y., April 7.—New York State today can muster 32,800 automobile trucks. Its gasoline army totals 318,000 cars and over 105,000 professional drivers. One-half the total number of trucks are in New York City, while the nearby counties of Westchester and Nassau contribute 2,400 more. Nearly 15,000 trucks are scattered over the State with 95 per cent of the number in cities either located on or connected by improved highways to the main artery that runs from Buffalo to New York. Definite truck registration figures by counties have just been compiled by Secretary of State Francis M. Hugo, co-operating with other departments of the State to ascertain New York's true war assets.

Viewed from a military standpoint, these statistics are of the utmost importance. They have been furnished to the Adjutant General's office to become a part of a great mass of information that is being gathered from all quarters. Tabulating machines, hurrying along the work and capable of performing it in great detail, are being used by Secretary Hugo.

It was a taxicab army that saved Paris. Having demonstrated its value in actual practice, the motor vehicle today demands the utmost consideration from military authorities. With the future independence of this nation depending on the possibilities of its mobilisation, the automobile, motor truck and the driver, experienced in handling a car under all sorts of conditions and hardships, are factors that have the right of way. With its thousands of miles of improved highways and likewise its thousands of miles of more or less unprotected seaboard, the United States must today look to its motor vehicles to supplement its railroad facilities.

Secretary of State Hugo, head of the world's largest motor vehicle bureau, through the data that has just been completed, is able to tell at a glance exactly what each county can do in the way of cars, just how many trucks would be available, how many buses and how many chauffeurs. Registration records in the same office will be thrown open, if necessary, to a force of clerks who will secure the name and address of every owner in this State and likewise the capacity of every car.

These latest motor vehicle statistics show that there are 9,748 trucks in New York county, 4,110 in Kings, 1,177 in Queens and 846 in the Bronx, while Richmond has 291. These figures increase with the daily registrations.

While there has been a phenomenal registration of cars in this State during the past two months, there are still about 100,000 which must be licensed before the total figures of last year are equalled. Much of this belated registration, however, is confined to the upstate counties from which thousands of applications are now being filed by owners who were unable to use their cars on account of the wintry weather that prevailed until a comparatively short time ago.

Estimates made by Secretary Hugo based on the increase of last year over 1915 give New York State a total of 400,000 cars this year, which means that during the next ten months to come 172,000 motor vehicles must be registered in the three offices under his jurisdiction.

What a Hupmobile Demonstration Will Do

WE CAN demonstrate to you that a car of the greatest comfort—a really luxurious car—need not necessarily be costly to buy nor to maintain.

It would be difficult for you to imagine a car that rides more easily than the Hupmobile, or one that provides more completely for the comfort of the passengers.

You sit on cushions ten inches thick, made of genuine leather over curled hair and the most resilient cushion springs we can buy.

The long wheelbase, the semi-elliptic springs—long and almost flat—the oversize tyres—confer a riding smoothness that is not excelled. These features are doubly valued when you know they are to be had at a moderate price—quality considered—and at a maintenance cost remarkably low.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.

Dealers for all China, except Peking Province:

THE CENTRAL GARAGE CO., LTD.

2a Jinkee Road, Shanghai

DISTRIBUTORS

MOTOR CAR INSURANCE

Reasonable Rates

Comprehensive Cover

200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from

C. E. SPARKE

INSURANCE OFFICE

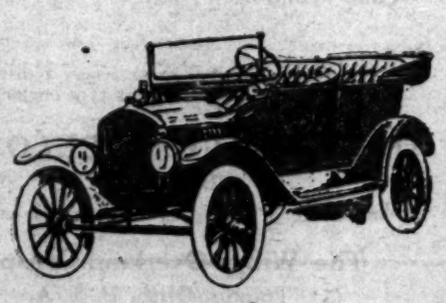
44, Kiangse Road. Tel. No. 54

AGENT

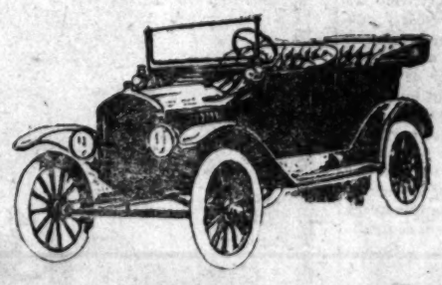
Excess Insurance Co., Ltd.,

Whose Assets Exceed £720,000.

THE FORD TOURING CAR



1917 MODEL is now here



Cost Taels 875 . . . . . That's LOW FIRST COST

Gasoline Consumption
20 miles or more to a gallon . . . . . That's LOW RUNNING EXPENSE

Cost of Tyres is 50 per cent. less than for other cars . . . . . That's LOW UPKEEP

Does the work that any other car will do . . . . . That's HIGH EFFICIENCY

For further information, come and see us, when we shall be pleased to take you for a ride

MARKT & CO. (Shanghai), LTD.

Telephone 322 — 89-91 Rue Montauban — Telephone 4257

The Motor Trade In The East

(By A. C. Hills, In Motor Cycle Trader, London.)

A series of notes on Eastern trade should hardly, it would see, commence before one reaches the East. Strictly speaking, "the East" would begin at Port Said, I suppose, but there was not much material for serious trade comment at either that delectable spot or here. A three days' wait in harbor, brought about by the exigencies of war-time (we are only ten days late on our schedule, on this ship, so far!) provides time for thought; and it has struck me that, after all, the American trip concluded just before the start of this journey, has much bearing on the motor trade in the Far East.

I found the idea of opening up a large trade in the Orient to be very much "in the air" at the present moment among American manufacturers. Several have already despatched their own representatives to India, etc.; others were considering a similar policy.

In no case was the suggestion of opening up Eastern connections met with rebuff—in fact, my visit appeared to have been timed at a very opportune moment, judging by the interest displayed in every case practically without somewhat exception. Some firms who have in the past been somewhat contemptuous of the export trade, now show great readiness to consider the slight alterations in design, such as right-hand drive, and the fitting of magneto—a great change from their previous attitude when they could not be bothered with these matters for the sake of a paltry thousand or two cars a year.

Whether or not this indicates that the home market shows signs of being overloaded, or whether it is merely coincidence I am not prepared to venture an opinion.

Of one thing I am convinced, however, as the result of my visit to the States, and that is that British manufacturers will have a very small share of the overseas markets as far as motor cars are concerned when the war is over, unless they very seriously alter their methods. These, of course, are only general deductions. I hope to gain more information from the other point of view, i.e. that of the distributor as opposed to the actual producing side, as the result of the trip now in progress.

American Methods of Production

The matter of output is, of course, the great factor on which the foregoing opinion is based. I have heard a great deal about American methods of production and their colossal outputs—but I am bound to admit that the reports are not exaggerated. When one reflects that, quite apart from the Ford with its half-million yearly output, there are quite a number of concerns ranging from 30,000 cars a year up to 100,000—as a matter of fact, I understand that the present output of the Overland is nearer 200,000 than 150,000—and that the largest output in the United Kingdom does not exceed 5,000 (I am referring to pre-war figures, naturally), it must be admitted that the British manufacturer cannot stand much chance in competition where price is the principal factor.

It is certainly an eye-opener to one used to British manufacturing conditions to see how the cars are put through across the Atlantic. The travelling method of assembling is apparently almost universal now. I should imagine that it is shown in greatest development (outside of the Ford factory, which I did not visit) in the Overland factory—but others run it very close. A bare frame put on the tramway (or moving "stands" for erecting) at one end, becomes a car complete with starter, speedometer and all accessories, under normal conditions in 2¾ hours, and is driven off from the other end of the factory under its own power.

The system of branch lines conveying tested engines, complete gear boxes, finished bodies, and all the other component parts of the car to the main line whereon the work is done, is intensely interesting when seen for the first time. Also the numerous dodges to save seconds employed on every operation. It would take too long to go into all these, and your readers would not be interested in view of the number of descriptions that have already appeared in print from far more capable pens than mine.

Speaking of "dodges" reminds me that the factory which made the greatest impression on me was that of Dodge Bros. It is simply extraordinary to see the completeness of the outfit and the thoroughness employed in every branch, when the very reasonable price of the Dodge car is taken into consideration.

I must say at once that I formed the view very strongly indeed from all I saw, that a great advance has taken place in the quality of the American car as a whole. Obviously cars finished on the 1,000-a-day system cannot have the fine points and the workmanship of the (by comparison) "hand made" method employed by the better class British firms.

Advance in American Design

But the American products appear to stand up to their work well—and as to quietness of running, suspension, and particularly in the matter of efficiency of engine (power for size, "picking up" qualities, etc.), there is simply no comparison with the American car as we knew it even a year or two ago. I rode on quite a number of cars, and some of them of the very cheapest makes, which would compare in smoothness and general running powers with anything I have ever been in, irrespective of price.

It is useless in future for the British producer to rely on superiority on such points to justify his higher price—and I think it is wise to face the fact. I write as a firm believer in my own country and own people—not as a convert to American methods—and I believe that I am doing the greatest service by putting the matter, as I service by putting the matter, as I assuming that a relapse into "Free Trade" does not take place, why a really good, sound British car should not be produced which would compete abroad with American cars. But it will mean a large output, as the first essential; and a large output means the adventuring of large capital. If I had a million—but I haven't, anyhow, and that's another story.

Talking of millions, I had the pleasure of meeting the great Walter C. Durant, who is generally credited with having made "on his little own" a matter of three or four million pounds (not dollars, mark you) last year. Good luck to him, say I, as judging from what I saw and heard he thoroughly deserves it for his pluck and enterprise. Sometimes big money is made as the result of pure luck; but there is something much more in the instance under review, unless I am much mistaken. An arresting and attractive personality.

American View of Eastern Trade

Reverting to the Eastern trade from the American point of view, I found an extraordinary unanimity of idea amongst the manufacturers respecting the methods of business employed in the past by the firms (mostly German—if not in name, in financial backing) in whose hands the export business has gradually drifted. The manufacturer has suffered almost as much as the agent, but I think the neglect of export trade is now a thing of the past and that a different state of affairs will prevail in the future.

Certainly the advent of the new firm of Kemsley and Millbourn (the New York house working in conjunction with the well-known British firm of Tozer, Kemsley and Millbourn, Ltd.) could not be better timed. The fact that the methods employed are identical with those of the parent house, which methods have built up a huge trade in Australia, etc., puts the new concern on a very strong basis from the outset. I would not care to send in a card to the head of an American motor concern just now if it bore on it "Automobile shipper, New York."

Here on the fringes of the East one is struck with the all-pervadingness of the car. Quite a number are here, though there is not much in the way of roads for them, except for a few miles round the town. A whole fleet of "Fords" are on hire at 8d. a mile for trips up to the Tanks, etc., and various British and American cars are in use by the officers of the garrison. It is queer to see a Tommy on a motor lorry threading through a maze of camels, donkeys, ox-carts, and what not.

The first thing I saw in Marseilles, alas! was a well-known and high-priced British car being towed by a French car. British staff officers were cashing about in great style on Sunbeams and Daimlers, in fact, one sees cars everywhere; in the desert, by the Suez Canal, as well as in the towns.

Indians Help Build Overland

Almost on the very site of some of the bitterest wars waged a century ago by his ancestors in defence of their hunting grounds the American Indian today helps the paleface build his "devil wagon."

Just a few miles from Fort Meigs, Fort Miami and some of the other battle grounds of "Tippecanoes" Harrison, "Mad Anthony" Wayne, Tecumseh and other warlike leaders of another day, is the main factory of the Willys-Overland company, one of the most important units of the automobile industry.

In this factory are a score of full blooded Indians—Chippewas, Navajos, Iroquois, Pomos, Pueblos—sent there by Uncle Sam from their western reservations to learn another of the trades of the white man.

And these Indians are taking to their training like so many ducks to water. They are very interested in learning what makes the wheels of the automobile go round.

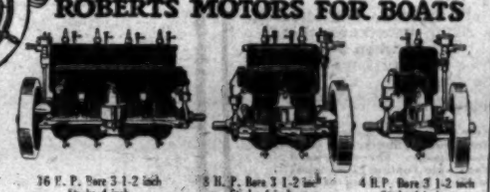
A dozen redskins are assigned to various duties in the assembly of one of the Willys-Overland models. One pair aids in chassis assembly, another pair assembles wheels, five of them are engaged in final assembly, while still others work on running boards, etc.

Instead of being confined permanently to one operation, they are shifted every few months from task to task in order to give them a general practical knowledge of motor car construction, such as is required by good mechanicals, garage men and automobile repair men.

"The work of the Indians is a source of much satisfaction to us," says the foreman of their department. "The Indians we have are among our most willing, most accurate and most painstaking workmen.

"To top this off they are very ambitious, and are reading every bit of literature they can find in connection with their work in order to acquire a better knowledge of the relation of their own particular task to the manufacture of the whole car."

ROBERTS MOTORS FOR BOATS



16 H. P. Bore 3 1-2 inch Stroke 4-inch — 8 H. P. Bore 3 1-2 inch Stroke 4-inch — 4 H.P. Bore 3 1-2 inch Stroke 4-inch.

The Rboerts 2-Cycle Motors

have demonstrated to their world-users that economically patented features, coupled with carefulness in construction, produce as good satisfaction in this motor at a low price, as can be obtained by other high-priced motors. We are open for dealers for this country. Specifications and terms furnished on application. *Roberts Standard Marine Type, 4-16 h.p. Heavy duty, slow speed, 8 h.p.*

ROBERTS MOTORS

1600 Roberts Bldg. . *Export Department* Sandusky, Ohio, U.S.A.

Cable Address: "ROMOCO"

Insure Your Motor-Car

with the

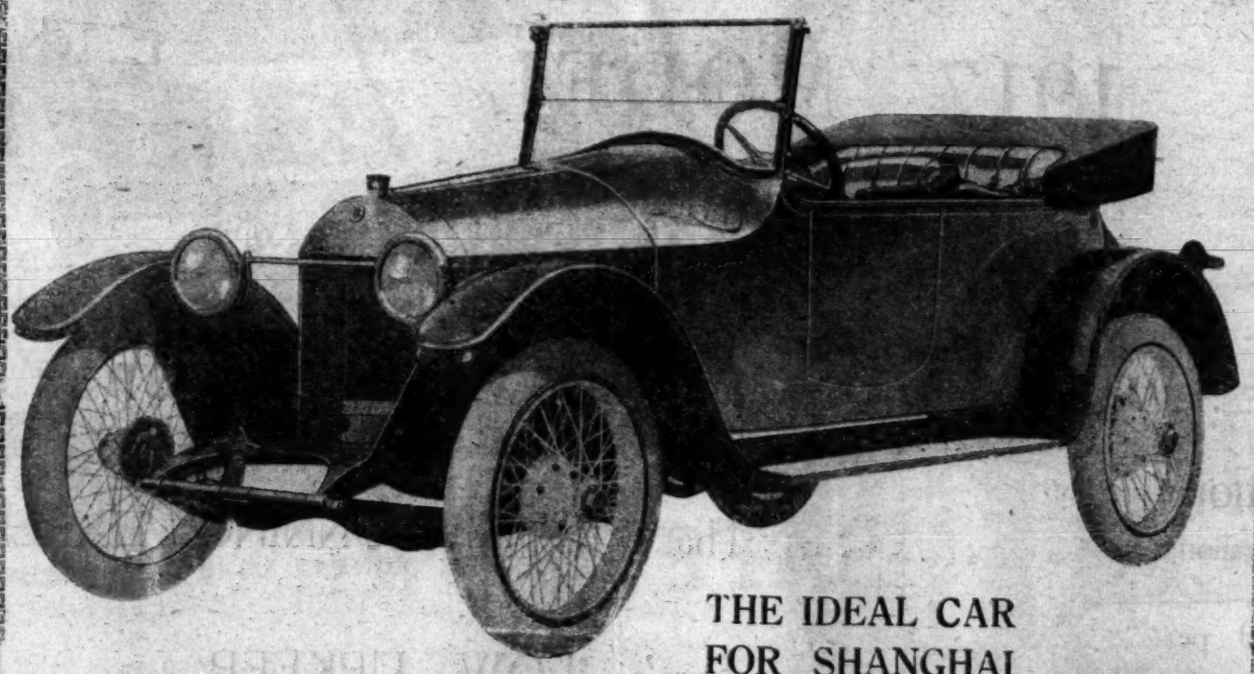
Java Sea and Fire Insurance Company

8b Kiukiang Road: Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES

Scripps-Booth

25 H.-P. Four-Cylinder Roadster



THE IDEAL CAR FOR SHANGHAI

Yields 20 - 25 miles to a gallon of petrol

NEW ARRIVALS PER S.S. KAMAKURA MARU ON MAY 23RD

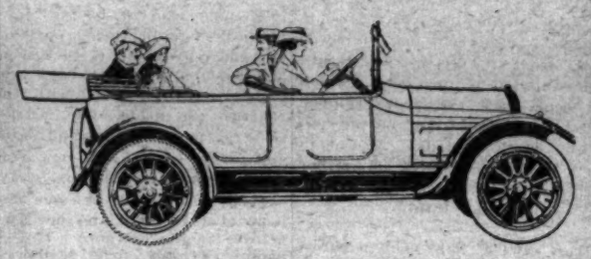
For particulars, apply to

SHANGHAI HORSE BAZAAR & MOTOR CO., LTD.

Garage Telephone: No. West 1213

Overland

Model 85-4



Why Don't You Buy a Car?

Now you can have this big, powerful, five-passenger Overland touring car at a price much lower than that of any other car of the same size and power.

Its appeal is irresistible once you have learned how simple and safe it is to drive—how comfortable it is to ride in—how much pleasure it gives to you and your family.

Compare this four-cylinder Overland with other cars in its price class. Note its many superior qualities, its beautiful black or Brewster green finish, with hood and boot to match.

In appearance and performance it outstrips them all.

And it comes to you completely equipped.

Electric lights, electric starter, electric control buttons on the steering column, cantilever rear springs, 4-inch tyres, Tillotson carburetor, every advantage and convenience of the highest priced cars—yet, this Overland costs only

Come in and see it today.

Model 84-B

The Willys-Knight five passenger touring car, 114 inch wheelbase, Knight type engine,

THE CENTRAL GARAGE CO., LTD.

SHANGHAI

2a Jinkee Road, Shanghai. Phone (3 lines) 3809

The Willys-Overland Company

Toledo, Ohio, U. S. A.

Cale Address—Overlandis, Toledo (A.B.C. 5th; General, Western Union and Lieber Codes)

INDIAN

Motor-Cycles

A shipment of 1917 models has arrived

SOLE AGENTS AND DISTRIBUTORS for Shanghai and Yangtsze Valley,

THE EASTERN GARAGE.

Telephone 1169. 4 Soochow Road.

WHAT WILL BE NEXT STEP IN EVOLUTION OF THE AUTO?

What radical changes, if any, will be made in the automobiles of the future?

Will the vast majority of machines continue to be of the four-cylinder variety, or will the six, eight or twelve-cylinder motor prevail?

Will gasoline, or distillate be the fuel used, or will the speedy car of the future use steam or electricity?

These are questions which are going to be answered, and almost every man who is interested in automobiles has his own opinion as to what the answers are going to be.

Today, with the Doule steam car attracting attention, because of the fact that it offers unlimited speed, lack of vibration, ease of control and other features which appeal to many —with the Owen Magnetic claiming equal attention because of the absence of metal-against-metal gears, its thousand speeds and other commendable improvements—with the Premier and its magnetic gear-shifting mechanism, whereby a touch of a button does away with the slower and more troublesome hand-shifting device—with electric cars showing more speed than ever before—with sixes, eights and twelves performing stunts that were considered impossible a few years ago, what, indeed, will the car of tomorrow be?

Steam Cars

A steam car has been put on the market which travels so fast no driver dares "turn it wide open." A dozen cars have made almost every hill in the country on high gear. Several machines have traveled the length of the state of California, and one or more have negotiated cross-country runs from coast to coast, all in high gear. A double cross-continental run was made by a Hudson super six in less than 11 days, and there are a score of cars which can pass up the fastest passenger train under favorable conditions, which means favorable road conditions.

But after we consider all of these wonderful achievements, some one bobs up and reminds us that a little old Ford, while not as speedy as the more expensive machines, can go anywhere any other machine can go—that the cheapest machine in the world goes from coast to coast, from one end of the world to the other, and comes up smiling at the end of the trip, without even a visit to the repair shop.

Fuel Record

Just recently a Grant was driven more than 1,600 miles, over all kinds of roads, at an average expense for fuel of less than 4 mills per mile. The fuel used was distillate. Think of a 1,600 mile trip with a fuel bill of less than $7!

Packards, Cadillacs, Dodges, Dorts, Chalmers, the Peerless, Reos, King eights, and so on through the list of scores and scores of machines—all are good cars—all are being used in every state in the Union, for pleasure, for business and especially for stage purposes.

But what of the car of the future? Will the little Ford, with its four-cylinder engine, still be doing duty five or ten years from today, or will it give way to a still stronger, more speedy car? Will laws still be passed making it an offense to drive more than 30 miles an hour, at the same time allowing manufacturers to turn out cars capable of making two miles a minute?

Every manufacturer, who is worthy of the name, has his ear to the ground —or rather one ear to the ground and one to the sky. He wants to know what is coming, that he may get in on the ground floor when a radical and practical improvement is to be had.

Inventors Busy

Inventors are working as never before to bring out new ideas, or improve on old ones. The steam car is attracting attention. The electric car is not without its advocates. The gasoline-burning engine is in the lead just now, and has been for years, but experiments with distillate and other fuels will continue.

Interesting, indeed, is the study of the evolution of the horseless carriage. Like the watch, the talking machine, the self-binder, the threshing outfit, the sewing machine and an endless list of inventions—which from time to time have appeared to reach the highest goal, only to be still further improved—the automobile seems destined to go through an endless program of changes, with simplicity, safety, speed, strength, power and beauty always being kept in view.

It seems inconceivable that as much progress will be made in the next 20 years as has been made in the past 20, but even this is not impossible. Perhaps, as one "wild-eyed" prophet said a few years ago, we will some day have a machine which we can lead up to the hydrant, give it a drink of water, drop a few pills into the fuel tank at an expense of a penny, and go forth armed for a 100-mile spin.

Airmen Busy Too

But even if we reach this longed for goal, who knows but what the air craft inventor, in the meantime, will have brought out a machine that can be operated more economically, and with greater safety, thereby solving for all time the growing traffic problem, to say nothing of the growing road-building problem.

A man who now is selling automobiles in Los Angeles declares that the next step will be a combined automobile and air machine. It will travel on the ground until the driver wishes to avoid a stretch of bad roads, or "cut across lots," but after that, by a twist of the wrist, it will soar six inches, six feet, or sixty feet, above the earth, and go on its way rejoicing.

"If traveling on the ground," he said, "it will be controlled in about the same way that the automobile of today is controlled, but if the driver wishes to avoid traffic, or make a short cut over plowed ground, the pressure on a hand lever will cause it to soar gently through the air, and without jolt or jar, proceed on its way."

Is He Crazy?

Possibly he's right. Probably he's crazy. But it isn't safe to condemn any prophet, nowadays especially if he is peering into the future of automobiles and aircraft inventions. As someone has wisely said:

The fellow who declares a thing cannot be done, generally has to step lively to get out of the way of the man who is doing it."

However, Hank Ford's peace ship, in all probability, will continue to hold first place in the number of sales made, for years to come, with 157 other manufacturers trailing along behind, content to put out a higher priced car, with a few trimmings and conveniences added which Henry considers unnecessary.

Motor Luggage For Long and Dusty Trips Designed By Packard

Experienced automobile men always know when the touring season is about to open. They don't watch the budding boughs or the leaking skies or the Ira Hicks almanac, but look at the orders coming in for motor luggage, and know that the dust of the tourist soon will arise in the land.

Smart motor luggage, capable of being placed conveniently out of the passengers' way, is equipment of decided importance in present day touring. Especially in this country, where magnificent distances invite to extended trips, motor luggage is needed, and ever since the war in Europe warned Americans to tour on our own side there has been an increasing demand for the right sort of equipment.

The degree to which motor luggage has been developed is rather striking. The complete outfit especially designed for Packard cars, for instance, consists of seven suit cases, with suitable water-proof containers, two fender trunks, and a tire drum—commodious enough to carry all necessary items for seven persons. These baggage carriers are designed to fit Packard touring cars in appearance and quality as well as convenience, and they are enjoying wide favor among Packard owners.

Proper arrangement of the equipment leaves the body space in both forward and rear compartments of the car entirely clear, and the tourists are as comfortable as in a boulevard drive about town. The end of each day's journey finds the travelers unfatigued and in good spirits.

C.A.V. ELECTRIC STARTERS

Depress the plunger switch—the engine starts immediately. Let in the clutch and away you go. Could anything be easier?

Can be fitted to chassis without alteration to coachwork.

BRITISH made with
BRITISH material by
BRITISH labour on
BRITISH soil

Write stating make and h.p. of car. Quotations by return.

The Hall Mark for everything Electrical in connection with motoring is C.A.V.

C.A. Vandervell & Co. Ltd.
ACTON, LONDON, ENG

A WORD ON TYRE SIZES

WHEN your tyres are undersized for the weight of your car and its occupant, you *must* use an excessively high air-pressure to keep off the earth more than the proper 14 per cent. of Tyre Cross Section Diameter. That, in a nutshell, is the case against under-size tyres. *All* Goodrich Tyres are full-sized—i.e., up to size as specified by the car maker. Full-sized tyres permit a lower air pressure. This reduces vibration and lengthens the life of the car. They give a greater mileage and make motoring much more comfortable. Goodrich full-size tyres cost no more than ordinary under-size tyres. You pay for full-size tyres —see that your get them

FULL - SIZED

GOODRICH

SAFETY TREAD

TYRES

SELLING AGENTS:

THE CENTRAL GARAGE CO., LTD.

2a Jinkee Road, Shanghai. Telephone No. 2661.

Helpful Hints For Motorists

(*From Motor Magazine*)

When purchasing second-hand automobiles, the buyer is apt to overlook some important matters, and should the transaction be with a dealer of unknown reliability, the real cost may be considerably above the supposed cost. In a recent transaction of this character the dealer turned over to the purchaser a car which in three days developed an unusual trouble. The teeth on the flywheel with which the starter gear meshes were damaged and a portion of the wheel rim was minus about six teeth. The owner naturally assumed that the car was delivered in such condition and promptly told the dealer about it, whereupon the owner of the car was told that it was his fault. It may have been that one tooth or perhaps two were missing and that adjacent teeth were destroped easily. However the case, the owner should have examined the flywheel, for as it is, he must purchase a new one and have it installed at his own expense. Another trouble which developed relates to the starting and lighting system. It was found that the generator was not charying. An investigation by a reliable repairman showed that the generator required a good deal of of repairing and parts substitution to put it in good shape again. When the car was purchased there was on trouble because the dealer evidently placed a fully-charged battery in the car and htus fas able to make the starter turn over and the lamps to burn as desired for demonstration purposes.

Watch the Ammeter

Modern cars with electric starting and lighting system are fitted with meters showing charge and discharge of the battery. When the car is running above a given speed, usually about ten miles per hour, the generator is supposed to charge the battery and the ammeter so indicates. Below that speed the current is obtained from the battery which then it discharging and the meter so indicates. If the meter does not make these indications properly, there is something wrong with some part of the system, and the trouble should not be allowed to continue. Do not attempt to find the trouble yourself unless you are thoroughly familiar with the system. An owner recently noticed that the meter was not registering properly but allowed the condition to continue. In a day a fuse blew out. Five fuses were inserted, each blowing after a short period of running. With the fuse supply exhausted the owner communicated with the service station. An examination showed that the cutout was sticking and the points partially burned requiring replacement. Sometimes the current regulating mechanism does not work properly and the battery is either undercharged or overcharged.

Oil-Changing Time

Early spring is the time to make a thorough inspection of the lubricating system and to change oil in the gearcases. The transmission and rear axle compartments especially should receive care. These cases should be drained, flushed with kerosene and refilled with heavy oil, a special gear oil or a semi-fiul oil. The reason a heavier oil should be used in summer than in winter is because of the heat of the atmosphere tending to reduce the viscosity. At the same time these compartments are refilled the whole lubricating system of the car should be gone over. The joints in the steering linkage should be cleaned and repacked with grease or graphite grease, the wheel bearings should also be repacked as should the universals. In the summer time the universals get hotter than they do in winter, the lubricant becomes thinner and runs out more readily. It is difficult enough to keep the lubricant in the joint and therefore they should be watched carefully.

Removing Road Oil

If it should be your misfortune to follow a road-oil wagon and have the body spotted with the oil, it can be removed easily if the work is done as soon as possible after the oil has been deposited. The longer you wait the more difficult it will be to remove the spots as the oil hardens. Ordinary salt butter sometimes is affective. This is spread over the spot and allowed to remain for about twenty minutes after which a clean cloth is used as a wiper. If this will not remove the spot try kerosene. Use this over the spot only. The best method is to apply a little kerosene to a piece of cloth and then rub the moistened cloth over the oil spot.

Battery Care

After using a storage battery for a year or so it usually is time for a dismantling and replacement of the separators—possibly a few plates also. With the life of the average battery some fifteen months, it does not pay to allow it to "run itself to death," but to have it repaired before it is fit for the junk heap. It is cheaper for the owner.

Fifteen months is considered by battery men as the useful life of the battery and hence replacements are based on that period. On this basis a battery fifteen months old has no value. The battery concerns, however, will take in a youger battery, dismantle it, replace the separators with new ones, in short give the battery a new start in life at a comparatively low cost to the owner. Do not wait until the height of the touring season to have the battery repaired. It sometimes requires more than a week to do the work and should the service station be busier than usual it might require ten days or two weeks.

While on the subject of batteries it might be well to mention that batteries which have been lying idle for some time, even a month, will require at least a good slow charge. The generating system on the car cannot do it properly and it will be to the owner's advantage to allow the service station to look the battery over. Some owners make a habit of taking the battery to the service station every few months for inspection and charge. A charge under certain conditions reveals inside faults. While your battery is being charged or repaired, the company provides what is called a loaner, or rental battery at slight cost, usually ten cents per day.

Stopping on a Grade

Some of the newer class of owners may not be familiar with certain driving hints which the hardened motorist has learned from experience. One of these is stopping on a grade. In order to prevent the car from rolling backwards the front wheels should be cramped so that should the car accidentally move the front wheels which have to mount the curb in order to allow the car to proceed. The curb resistance usually is too great.

Buying Tires

A certain class of motorists buy their tires from so-called dealers in seconds, and having by some combination of circumstances obtained good mileage from the tires continue to patronise such dealers. Some of the dealers are trustworthy and the tires in many cases are worth the money. In a recent instance an owner purchased some regular clincher tires but when mounting time came he had great difficulty in doing the work because the beads were too hard and stiff. The beads had to be heated to make them soft enough for mounting. The tires have been used little but should any trouble occur on the road it will be a very difficult matter to remove them without destroying the tires.

Clean the Headlights

A deposit of dust on the reflector or lens often cuts down the light to a marked degree The owner should make a weekly habit of wiping the dust from these parts. While doing this it is a good plan to inspect the cable connection. Vibration often loosens it and the poor contact results in a loss of light and waste of current.

Inspect Fuel Line

A break in a fuel line is discovered when you least except and usually when the car is far from a garage. The fuel line being hidden is forgotten. It is the motorist's way to forget that which he does not see or know is moving. The fuel line may be rubbing against some metal part and if not stopped will cause damage later. See that the line, if against some metal part, is tight, or if you doubt the joint cover a portion of the pipe with cloth or perhaps rubber tubing.

Brightening Upholstery

Leather upholstery may be made to look brighter if it is treated with linseed oil. A small quantity of the oil is placed on a piece of clean cheese cloth and the surfaces gently wiped. This should be done only after the dust has been removed from the surfaces.

Goodyear Tire Co. To Build Dirigibles

The Goodyear Tire and Rubber Company of Akron, Ohio, has just been commissioned by the United States navy department to construct and demonstrate nine of the 16 dirigibles which have been authorised for use in coast and habor patrol.

The contract to make the other seven has been split up among three other concerns in order that in case of war there may be other concerns familiar with the manufacture of dirigibles.

The coast patrol dirigibles which are now being built are of the nonrigid type; that is, without interior frame work, and are designed to operate from shore bases. They are also designed so they can light upon and arise from the surface of the water in reasonably good weather.

The dirigible envelopes or gas bags, 12 of which are being constructed, are 160 feet in length and 31½ feet maximum diameter. They have a gross buoyancy or gross life of 5,275 pounds when inflated with hydrogen of good commercial purity and under normal conditions of barometric pressure and temperature. The motors are to be of 100-horsepower and those used will be of the Curtiss type.

The dirigibles are designed to carry two men each—the pilot and one observer, and will be equipped with radio ommunication. It is expected that a speed of 45 miles per hour may be maintained for a total of ten hours. For ordinary cruising, the dirigibles are designed to operate at approximately 35 miles per hour, and at such speeds will carry sufficient fuel and ballast to operate continuously for 16 hours, at heights varying from a few feet from the ground up to a maximum altitude of 7,500 feet.

The dirigibles are to be ready for delivery, complete and demonstrated, within about four months, or, in other words, approximately the first of August.

In addition to manufacturing these dirigibles, a number of kite balloons for military observation purposes, spherical balloons for training purposes and other dirigibles, together with airplane tires and rubber accessories for airplanes are being constructed.

Goodyear Tire Co. Builds Clubhouse For Employes

The announcement of a $450 000 building, to be known as Goodyear Hall, in which to house the rapidly increasing educational, social and athletic activities of the Goodyear Tire and Rubber Company, Akron, O., has just been made by the directors of the company.

The company believes that workmen, as a rule, are better off if they remain associated with one organization than if they should constantly change positions from one company to another. So the prime reason for the new hall is the desire to offer to all employees the greatest facilities for their mental, physical and social betterment, and at the same time cement their relations to the company.

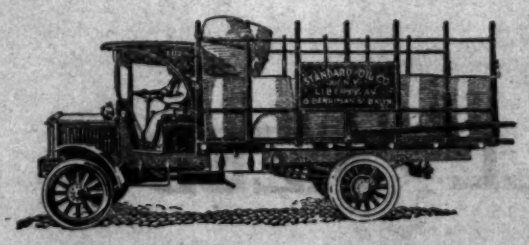
One of its promising features is an immense gymnasium for all kinds of indoor athletics requiring a large assembly hall It is to have a seating capacity of 5,000, with all stage and assembly hall facilities. Adjoining will be a swimming pool ranking in every respect with the best in the country.

Another feature is an auditorium with a seating capacity of 1,400, arranged with particular reference to acoustic properties, to be used for sales and factory conferences, theatricals and entertainments.

Provision has also been made for the housing of the company's factory school and the offices of the numerous Goodyear societies. In the basement there are to be installed bowling alleys, shower baths, locker rooms, rifle range, checkrooms and handball courts.

The new Goodyear Hall is for the use of all employees—in factory, office and outside organisation. Building operations are to begin immediately and pushed to an early consummation.

FEDERAL LORRIES



Have Proven Their Worth

The Standard Oil Company has selected FEDERAL Motor Lorries. Recognition from concerns of this type, with a world-wide reputation, is proof of FEDERAL superiority.

FEDERALS are built with care and precision to last for years. They are the leaders in their field. No motor lorry is built better than the FEDERAL.

The best evidence of satisfaction in the use of FEDERALS is the fact that 62% of FEDERAL Sales are repeat orders.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN U. S. A.

Export Department
18 Broadway New York City, U S A.
Cable Address: Lockwood, New York

Awarded the Only Gold Medal at the Panama-Pacific Exposition.

Maxwell

Power

DON'T overlook this matter of power. It is important. You want an automobile that will carry you through mud, sand and snow, and do it easily. You want a car that will get away quickly without laboring and straining its every part.

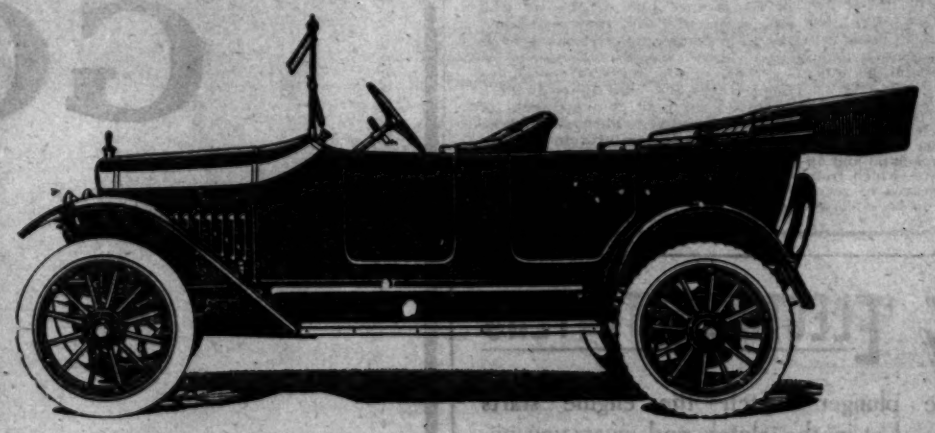
Not all cars can do these things, but you ***know*** that the Maxwel can because you have the proof.

When the Maxwell stock touring car set the World's Motor Non-Stop Mileage Record a few months ago, it encountered all sorts of unfavorable conditions—rain, mud and hills, over country and city roads—yet it covered 500 miles per day, day after day, for more than six weeks.

Power, plenty of power, unfailing power, is absolutely essential to such a wonderful performance as this

Let us give you a booklet telling all the details of this record-breaking Maxwell car

One Chassis--Four Body Styles
Touring-Car, Roadster, Cabriolet, Town-Car



THE EASTERN GARAGE

4 SOOCHOW ROAD. TELEPHONE 1159.

DISTRIBUTORS FOR

—— *Maxwell* ——

SHANGHAI, SUNDAY, MAY 20, 1917

BARRETT STARTS WITH BIG SCORE

In Opening Cricket Game Leaves Innings Unfinished At 79; Turner In Form

BAILEY SHAPES WELL

Turner Good In Bowling Too; Stagg's Side Claims Easy Victory

Cricket made its first serious or rather, joyous, appearance yesterday, when the S. C. C. arranged a game between two sides under the captaincy of Messrs. Stagg and Grimshaw. The wicket was just as unpleasant at it could be. It was fast, bumpy, crumbling, and every ball that hit the ground put up a little handful of dust, yet with all these inconveniences some good cricket was played.

Monk bowled the very first ball of the season and Clifford tried to stop it. The score board read: 0-1-0. This success on the part of the bowler evidently inspired both himself and Foster, who trundled at the opposite end. Before the score had reached ten, four wickets were down, and if it had not been for Leslie and Cheetham, things would have been in a horrible state for Grimshaw's team.

Leslie seemed to get his eye in at once. He started to wallop about in the way that the crowd like so much, and when he was joined by Cheetham, the fielders were kept as busy as anyone could wish. Leslie was the first to go, thanks to a nice understanding between Barrett, and Foster and not long after this Cheetham got himself run out by being a little too anxious to get rich quickly.

Bailey, going in late in the innings, played really good cricket, and his 22 received the well-merited applause of those who sat in the pavilion. This young player did a lot of good things for the Railway team last year, and in his present form he looks like doing many more worthy things.

Monk and Foster started to bowl well and for a while it looked as if they would carry all before them, but then came the couple above mentioned, and with them changes. Turner took three wickets very cheaply, his analysis reading 2 overs, one malden, 7 runs and 3 wickets. Deeks kept wicket, and besides stumping three, only conceded 8 extras.

Monk and Deeks made a fine start for Stagg's team, gathering something like 40 before they were parted. Both played well. Then Barrett and Turner got together. The Captain started to hit about in grand style. Ball after ball he sent racing to the boundary, and here and there he interspersed them with a big six clump. Turner liked the bowling just as much. Changes came but without any result, until at last, the couple retired with 79 and 48 against their names respectively.

Billings bowled well. He kept most of the batsmen on the lookout all the time, and even the two veterans, Turner and Barrett, paid him a certain amount of respect.

The fielding on both sides was fair, considering the early date and the state of the wicket. Catches were not very popular among the leather hunters; Stagg however must be mentioned for the splendid way he held on to the ball that Barnes sent him.

Analysis and scores:

Grimshaw's Side

W. C. G. Clifford, b. W. J. Monk	0
E. G. Barnes, c. Stagg, b. Foster	1
W. E. Anderson, st. Deeks, b. W. J. Monk	1
F. H. Pentycross, c. Hilliard, b. Foster	6
H. Langley, b. Foster	4
A. H. Leslie, c. Barrett, b. Foster	35
C. S. Cheetham run out	29
K. E. Newman, c. Stagg, b. Barrett	0
C. L. W. Bailey not out	23
G. M. Billings, c. Toeg, b. Turner	5
C. A. S. Williams, st. Deeks, b. Turner	0
R. Grimshaw, st. Deeks, b. Turner	3
Byes	8
Total	113

Bowling Analysis

Bowler	O.	M.	R.	W.
W. J. Monk	6	0	24	2
W. C. Foster	8	1	36	4

(Continued on Page 2)

CHIN-CHIN

'My Lady'

My lady so charming
In England gone farming,
May still be a ravishing belle,
But though ten times diviner
Don't bring her to China,
Where the crops all depend on the smell.
P. S.

"Diviner" and "China." One guess at the nationality of the author.

Just by the way, the theory of these progressive verses is that the first verse sounds the theme and the meter and all that follow are variations of that theme on the same meter. In the case of "My Lady," the theme has been kept relatively pure but the meter has been ruthlessly slaughtered.

But one can't be too meticulous the first few days.

Well, Spring sports are on. Lawn bowls has started. (Sarcasm).

From Friday night's Default concert program: "Piano solo—From a wandering Iceberg." How sad to be a wandering iceberg. J. B.

Webster's Unabridged Menu

In answer to the inquirer who wants to know which hotel it is that serves the heartrending lemon pie, we understand (as they say in our contemporaries) that it is the place where the menu announces that the wine is given by the "American Chambry Commerce."

Which is, to quote one particular contemporary, a "dastardly outrage."

Woes In a Woman Suffrage State

(From an Illinois paper)

To the lady voters of Marion: I have made an effort to speak to all the ladies that I have seen on the streets, but if I do not get to see you on the street I will not get to see you, as I believe it would be doing you an injustice to bother you in your home. If I do not get to see you your vote will be appreciated.

JOHN W. SPILLER.

Observation Test

How many patrons of one of the theaters last week noticed that in one of the photoplays the star takes leave of the hero a cold New Year's eve wearing heavy furs and returns to him at the same place six months later still clad in furs.

A blind beggar woman accosted me on the street, I said, "Open your eyes and I'll give you twenty cents." She did! R. K.

Unsen Whimsicalities

Every tourist in Unsen has to register. Among the questions to be answered on the blank is that of the signer's occupation. They are a subtle lot here. Among the answers at one hotel are: loafer, crook, bull-fighter and hobo. Clever, what?

Yes and We Know Who It Was

Chin Chin: Have you ever heard of the American who arrived in Shanghai two days later, ordered $100 worth of clothes from a tailor after telling him that he could't pay him for some time, and then touched the tailor for $10. It really happened. P. N.

To Joe Eichwald: Thanks for the cigars. Have another? Certainly. Thanks again.

A Reporter's Platform

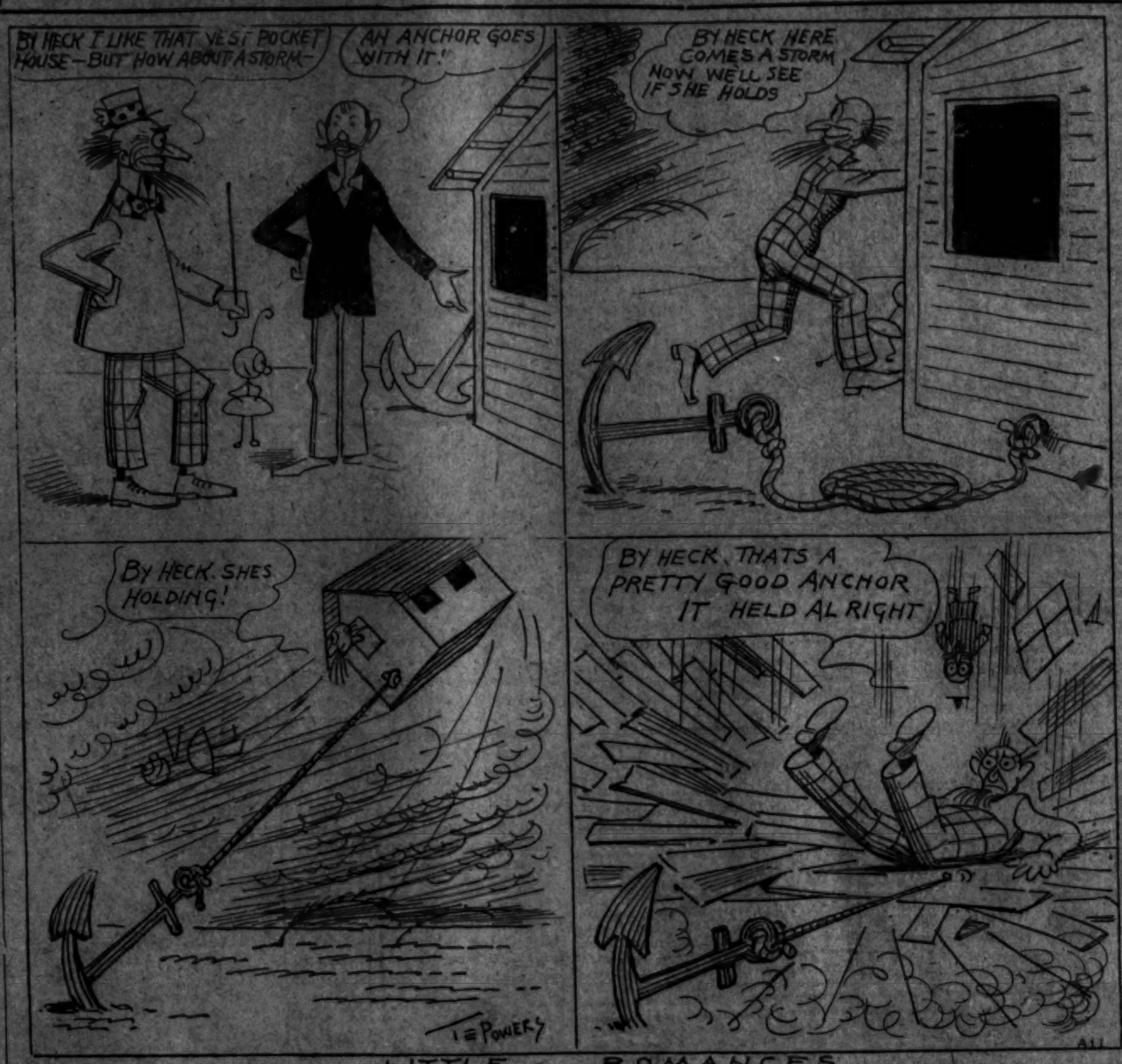
The reporter wishes to announce that he is not prying around in people's affairs to publish. I don't care where or when or how they go or when they come back, and when I find out that people are afraid I will find out, you can rest assured I will not write up anything about them. So in the future kindly remember that.—Cassopolis Vigilant.

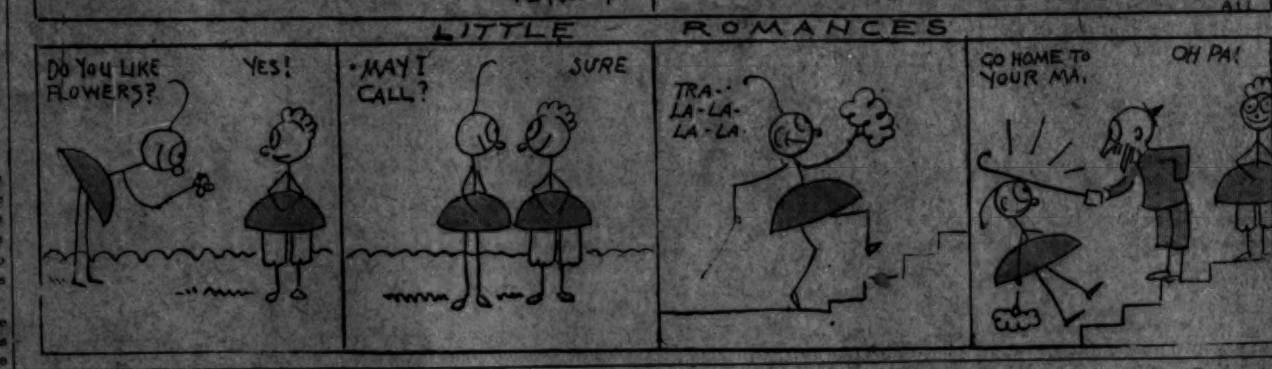
Tomorrow's column will be the best yet. THE JOSS MAN

The Weather

Cloudy, hot and oppressive weather with threats of thunder-storms. The maximum temperature recorded yesterday was 84.2 and the minimum 54.5, the figures for the corresponding day last year being respectively 69.6 and 59.5.

It Was a Fine Anchor, All Right! By Tom Powers


BY HECK I LIKE THAT VEST POCKET HOUSE—BUT HOW ABOUT A STORM—
AH ANCHOR GOES WITH IT.'
BY HECK HERE COMES A STORM NOW WE'LL SEE IF SHE HOLDS
BY HECK. SHES HOLDING!
BY HECK. THATS A PRETTY GOOD ANCHOR IT HELD AL RIGHT
T=POWERS
A11



Second Stage Of Rifle Meet Shot Off

The second stage of the Shanghai Rifle Association annual rifle meeting was shot off yesterday morning and afternoon under very unfavorable conditions. The shooting was very poor. The Sunday objectors shot the Ladies' Prize Competition yesterday. The highest score made was only 85 pts. Mr. Sauer is still leading in the grand aggregate. The long range will take place this morning and the Ladies' Prize in the afternoon.

The following are the results of yesterday's shoot (balance of Competitions No. 4, No. 6 and No. 7 and also the aggregate classes) including last week's competitions:

Event. 4 'EWO'

	Class	
1—G. H. A. Snow	"C"	64+4=68
2—W. E. Sauer	"A"	67
3—J. Johansson	"C"	62+4=66
4—Feathersonhaugh	"C"	62+4=66
5—S. Stevenson	"D"	60+6=66
6—H. S. Chapman	"B"	63+2=65
7—W. Blackwood	"B"	63+2=65
8—L. J. Hughes	"C"	61+4=65
9—W. Lancaster	"A"	64
10—C. E. Thomson	"A"	64
11—G. A. Fitch	"D"	58+6=64
12—T. C. Britton	"B"	61+2=63
13—T. Spring	"C"	59+4=63
14—N. Mathieson	"D"	57+6=63
15—G. Dunlop	"D"	57+6=63

Event. 6 'J. P.'

	Class	
1—A. C. Davis	"A"	64
2—L. J. Hughes	"C"	59+4=63
3—William Hu	"D"	57+6=62
4—H. S. Chapman	"B"	60+2=62
5—E. K. Howe	"B"	60+2=62
6—R. K. Hykes	"A"	61
7—W. Blackwood	"B"	59+2=61
8—J. Sinclair	"B"	59+2=61
9—K. McKelvie	"B"	59+2=61
10—G. F. Ashley	"B"	59+2=61
11—J. Johansson	"C"	57+4=61
12—N. Mathieson	"D"	55+6=61
13—W. E. Sauer	"A"	60
14—J. E. Cameron	"B"	58+2=60
15—P. D. Sullivan	"B"	58+2=60

Event. 7 'Yuen-Fong'

	Class	
1—G. H. A. Snow	"C"	62+4=66
2—T. Spring	"C"	61+4=65
3—William Hu	"D"	59+6=65
4—W. J. Terrill	"A"	64
5—R. K. Hykes	"A"	64
6—K. McKelvie	"B"	62+2=64
7—T. C. Britton	"B"	62+2=64
8—A. G. Loehr	"C"	60+4=64
9—G. A. Fitch	"D"	58+6=64
10—C. Rutherford	"A"	63
11—W. Lancaster	"A"	63
12—A. C. Davis	"A"	63
13—R. Roberts	"B"	61+2=63
14—B. S. Chapman	"B"	61+2=63
15—P. Reilly	"C"	59+4=63

GRAND AGGREGATE

"A" Class

1—W. E. Sauer	379
2—A. C. Davis	374
3—R. K. Hykes	368
4—W. Lancaster	362
5—J. Pennywitt	361
6—C. E. Thomson	359
7—A. M. Collaco	355
8—C. Rutherford	353
9—O. L. Ilbert	349
10—H. Kodaira	349

"B" Class

1—K. McKelvie	361
2—B. S. Chapman	360
3—W. Blackwood	353
4—T. C. Britton	352
5—G. Ashley	343
6—A. E. Lockyer	342
7—E. K. Howe	338
8—T. Nagaike	336
9—J. Sinclair	334
10—W. S. Watson	330
11—G. Y. Woo	330

"C" Class

1—L. J. Hughes	356
2—G. H. A. Snow	354
3—P. Reilly	341
4—Feathestonhaugh	340
5—T. Spring	324
6—C. W. Marshall	319
7—J. Johansson	316
8—C. H. McCloy	316
9—C. Matsuno	308
10—T. W. Mitchell	305

"D" Class

1—G. A. Fitch	326
2—N. Mathieson	315
3—H. W. Lambert	310
4—S. Stevenson	308
5—William Hu	306
6—G. Dunlop	295
7—D. Inowka	293
8—F. Gates	285
9—L. R. Wheen	277
10—Y. Hori	275

Race Club Gives £215,363 to Funds

The anti-racing group is rapidly being smothered under the handsome donations to war funds which result from the semi-annual meetings conducted by the Shanghai Race Club.

The letter from Mr. W. S. Jackson, appended, shows that from various receipts at the Spring Meeting recently concluded, the Stewards made the splendid gift of £50,000, divided amongst twenty-two Allied war charities and investments in the War Savings Association. There was also $1,520 realised by a raffle for a through ticket on the sweepstakes, already sent to the War Orphans' Fund and Tls. 75 from another source for the French war orphans.

Then it should not be forgotten that although the Club has not had any luck yet, many Champions and other sweepstake tickets are put in the charity collecting boxes and are liable to bring prizes.

Since 1914, up to the last meeting, the Race Club, as a direct result of its meetings, has aided Entente war funds to the extent of nearly a quarter of a million dollars, the details being:

For war charities	$172,023
For the China and Japan War Savings Association investments	24,000
The Race Club has itself purchased £2,500 British 6% Exchequer Bonds	19,340
Total	£215,363

Surely this is an example worthy of emulation by other Clubs and Associations, whether they are pro-racing or anti-racing.

Editor, THE CHINA PRESS

Dear Sir,—Permit me to announce to the public, through the medium of your paper, that our last race meeting was productive of no less than $50,000 for war charities and war investments.

The Stewards have decided to distribute the above sum in the manner shown below and it is hoped their decision will meet with the approval of all who accorded us their support.

To the Aeroplane Fund (One Scout Plane, Race Club, No. 4)—$12,000

R. F. C. Hospital	4,000
Blind Soldiers and Sailors Fund	4,000
Sailors' War Orphans Fund	5,000
British Red Cross	3,000
Russian Red Cross	1,000
French Red Cross	1,000
Belgian Red Cross	1,000
Italian Red Cross	1,000
Portuguese Red Cross	1,000
American Red Cross	1,000
Blue Cross	3,000
Belgian Relief Fund	2,000
Comforts for Mine Sweepers Fund	1,500
Earl Roberts' Rest Home	1,500
Wounded Sikhs	2,500
Australian Wounded	1,000
Shanghai Wounded	2,000
Fly Trap Fund	3,500
British Women's Work (Bandages)	2,500
French War Orphans Fund	1,500
Shanghai Ladies' Benevolent Fund (Bandages)	1,000
Total Donations	$56,000
Invested with the China and Japan War Savings Association by sweep on the Shanghai Champions and Winner of the Club's big sweep	24,000
Total	$80,000

Cheques to the various local honorary treasurers will be forwarded with the least possible delay. The sum of $1,520, representing net proceeds of a raffle for an all through chance, has been handed to the hon. treasurer of the War Orphans Fund already, as also the sum of Tls. 75 (say $104) to the hon. treasurer of the French War Orphans Fund.

I remain,
Yours faithfully,
W. S. JACKSON,
Chairman,
Shanghai Race Club.

SHANGHAI BEATS NAVY TEAM, 6-2

Civilian Club, Playing Fine Ball Behind Tinkum, Take Season's First Game

JAPANESE TRIM TARS

Tungwen College Line-Up Swamps Villalobos-Palos Men

Shanghai, in mid-season form, and playing a brand of baseball that kept the fans on their toes, came from behind and took the picked navy team into camp yesterday afternoon to the emphatic tune of 6 to 2. In the last frame the sailors braced desperately and with one down opened up what looked like a rally by way of a couple of singles. But it failed to materialise and the game ended with men on second and third.

The cussing performance of Tinkum in the box and some stellar emergency swatting by Clapp and Woods were the outstanding fatures of the main half of the double program but the team was right behind them all the way. McGhee did some nice work for the sailors.

In the second game the Tungwen college players over-ran the gunners from the Villalobos and Quiros 8 to 1. The damage was done in the second inning and when the navy battery had been renovated things settled down to an even pull. Imagi struck out nine men and Hess, who replaced Stephenson, 8.

It was a grand day for the pastime and the big crowd that turned out for the season's opener brought smiles from the club management. It looks like top-top support for the summer. And the team deserves it, if the air-tight quality of ball on display yesterday holds out.

There was nothing to choose between Shanghai and the navy for the first three rounds, each getting a bit in the second. In the fourth the sailors took the lead. Brenner singled right. McGhee selected one coming down in the groove and clouted it out to left for three bases, dashing home himself on Scott's sacrifice. Tinkum took matters into his own hands then by nelping Conrad's rap and taunting Leonard.

A lock of errors and a single netted one for the home boys in their half. Woods singled to left and stole second, going to third on Mitchell's error. He was caught at the plate when Wilhoit reached first on the fielder's choice. Mitchell having disclosed his weak whip, the captain also stole a sack and took third on McGhee's bobble, coming in with the first score on Neergaard's rap past Leonard.

The sailors went down in a row in the fifth, Tinkum getting two more strike-outs and another assist.

Clapp singled after Sokall was out to Scott and kept up the burglar game by swiping second. Tinkum fanned. Holliday rapped one out to right, tying the score and came in a minute later with the winning tally when Woods copped a neat one out to center.

Four singles and an error gave Shanghai three excess runs in the sixth, Wilhoit leading off with a resounding double into left field. Murphy's slip gave Neergaard a life and brought Wilhoit in. Nichols singled, counting the runner, stole second and took third on a passed ball. He made a dash for home on Sokall's hit but was nailed by Flagman's perfect throw in. Clapp duplicated Sokall's wallop to right and it was 6.

The score:

Navy	0	0	0	2	0	0	0	0	2
Shanghai	0	0	0	1	2	3	x		6

Navy	ab	r	bh	sh	po	a	e
Mitchell, c.	4	0	1	0	9	1	1
Brenner, 1b.	2	1	1	1	7	0	0
McGhee, 2b.	3	1	1	0	1	0	1
Scott, p.	2	0	0	1	1	3	1
Conrad, 3b.	3	0	0	0	0	2	0
Leonard, ss.	3	0	1	0	0	2	1
Flagman, rf.	3	0	1	0	0	1	0
Feaney, cf.	3	0	1	0	0	0	0
Murphy, lf.	2	0	0	1	0	0	1
Total	25	2	6	3	18	10	5

Shanghai	ab	r	bh	sh	po	a	e
Holliday, ss.	3	1	1	0	0	0	0
Woods, cf.	3	0	2	0	0	0	0
Wilhoit, 2b.	3	2	1	0	1	1	1
Neergaard, c.	3	1	0	0	5	2	0
Nichols, 3b.	3	0	2	0	0	1	0
Reid, rf.	3	0	0	0	1	0	0
Sokall, 1b.	3	1	1	0	9	0	0
Clapp, lf.	3	1	2	0	3	0	0
Tinkum, p.	3	0	0	0	2	3	0
Total	27	6	9	0	21	7	1

Three base hit—McGhee. Two base hit—Wilhoit. Stolen bases—Clapp, 2; Holliday; Woods; Wilhoit; McGhee.

Struck out—By Tinkum, 6; by Scott, 6. Passed ball, Mitchell, 2.

Stephenson got through the first inning in the second game, but things began to happen to his offerings in the second. Sakurai, the college first baseman, touched off the fireworks by exploding a loud home run. Three hits, a base on balls and an error, netted five more tallies for the round.

The tars changed batteries for the next inning, Hess and Glover going in. Hess, save for a certain liberality in walks, got along very well, holding the enemy down to two hits, one each in the fifth and sixth and each productive of a run. The sailors scored their lone tally in the fifth when Call singled and Van Kleek doubled.

Score:	R	H	E
Sailors	0 0 0 0 1 0 0—1	5	5
Tungwen	0 4 0 0 1 1 x—6	6	1

Shanghai and the Japanese college boys will meet this afternoon at 3.30 at the recreation grounds.

The Villalobos-Quiros nine will also play a Japanese team at Hongkew this afternoon, the game starting at 2 o'clock.

Barrett Starts With Big Score

(Continued from Page 1)

E. I. M. Barrett	6	0	38	1
E. Toeg	2	0	10	0
W. C. D. Turner	2	1	7	3

Stagg's Side

W. J. Monk, b. Clifford	12
S. J. Deeks, b. Billings	24
W. H. L. Warrener, b. Billings	0
E. I. M. Barrett retired	79
J. Cockin, b. Billings	3
H. G. Wavell, b. Billings	0
W. C. D. Turner retired	48
W. C. Foster, b. Grimshaw	0
E. Toeg not out	0
E. Craigie Ross did not bat	
E. M. Stagg	
H. D. Hilliard	
Extras	11
Total	178

Bowling Analysis

Bowler	O.	M.	R.	W.
G. M. Billings	15	—	77	4
R. Grimshaw	5	—	16	1
W. C. G. Clifford	4	—	14	1
P. H. Pentycross	4	—	34	0
H. Langley	2	—	16	0
C. W. Bailey	1	—	10	0

S. N. R. Match

In glorious weather the Shanghai-Nanking Railway Recreation Club opened the season at Markham Park yesterday afternoon with a match between the Ladies and Gentlemen of the iron road before a goodly crowd of spectators, the game proving intensely exciting as well as interesting from a sporting point of view.

The Ladies, being given the privilege of batting first, succeeded to the surprise of the numerous spectators in reaching the magnificent total of 120 runs. Two of the ladies, with their elegant batting display, proved they could easily succeed in getting a place in the famous regulars railroad team.

The men found the batting not at all easy—the overs delivered by Mrs. H. J. Blatchford and Miss Hewitt, being on a par with first class cricket, though the result was a draw.

Tea was kindly provided by the ladies and served during the interval.

The following are the scores:—

Ladies

Miss Hewitt, b. P. Keeffe	28
Miss McKay, b. L. P. Quincey	6
Mrs. Holmes, b. F. A. Tappenden	32
Mrs. Berthet, b. P. Keeffe	1
Mrs. D. McKay, b. F. A. Tappenden	8
Mrs. F. A. Tappenden, b.	0
Miss C. De Britto, c. F. D. Mulvey, b. F. A. Tappenden	5
Master Cyril Wayne, b. F. A. Tappenden	0
Miss Berthet, c. Quincey, b. Tappenden	2
Miss O. McKay, c. Quincey, b. P. Keeffe	1
Mrs. O. Phillips c. Danson, b. Keeffe	3
Mrs. Blatchford	3
Extras	31
Total	120

Gentlemen

L. P. Quincey, b. Miss McKay	8
D. McKay, run out	5
C. L. G. Wayne, b. Miss McKay	1
H. T. Forestier, b. Mrs. Holmes	20
F. Pollard, run out	2
F. D. Mulvey, retired hurt	19
F. A. Tappenden, hit wicket	6
Pat Keeffe, b. Mrs. Holmes	10
G. Danson, b. Mrs. Blatchford	12
B. Muntzfeldt, run out	1
C. Gutteridge, l.b.w. b. Mrs. Blatchford	10
J. Lindstrom, l.b.w. Mrs. Blatchford	0
John O'Keeffe, b. Mrs. Holmes	20
C. Short, not out	2
Extras	4
Total	120

HONIGSBERG HAS GAS PUMP

The Honigsberg garage have installed at their premises in Bubbling Well Road the most up-to-date style of gasoline curb pump that has ever been seen east of Suez.

When the proposition to instal this public utility service was made, the municipality looked askance, the police authorities hum'ed and hah'ed and the mafoos and riesha-men shook their heads.

The installation has been furnished by the famous Bowser Co. of Fort Wayne. The tank contains 550 gallons, and the suppliers guarantee that whether you want one pint or five gallons you will receive exactly the quantity specified, as a matter of fact, there is a mathematical shut-off for one pint, one quart, one-half gallon, or one, two, three, four, or five gallons.

MASTER M'GRATH; ROMANCE OF A DOG

Abandonment of the Waterloo Cup Coursing Event Recalls Strange Tale

News that the Waterloo Cup, which is the blue ribbon coursing event of the world, had been abandoned for the first time since it was instituted in 1836, revived many stories of the event, but none stranger than the tale of how Master McGrath came to score the first of his three victories way back in 1868. He won in two other years and his score of three victories has only been equalled by one other dog, Fullerton. It was chance that led to Master McGrath gaining his first entrance into Waterloo Cup society, and the tale was well told by Hugh S. Hart, the amateur trainer of Tommy Connell, the runner. Hart was a companion of the McGrath boys and the story told as follows is probably the correct version of the circumstances leading up to his victories.

In the early sixties Lord Lurgan not only was an altar enthusiast but he bred greyhounds on a large scale and gave coursing meetings, the most notable being the Brownlow Cup and Visitors' Plate at Lurgan. In 1866 Lord Lurgan bred his crack bitch, Lady Sarah to Devrock, and in due course of time there was a litter of three, which was considered a little too many, and Lord Lurgan ordered that one of the puppies be drowned.

Hard by Brownlow House, which was the Lurgan residence, there ran a stream, and to this Wilson, the official kennel man, repaired with the puppy in a basket. He flung the puppy into the stream and left him to his fate. Further on, about half a mile, the stream wound its course by a farmer's house owned by a man named McGrath, and it happened that a couple of the farmer's sons were at the stream armed with a hand net hunting for anything in the shape of game. One of the pair saw the puppy, and, lifting him out with the net, saw that he was still alive. Tucking the puppy under his coat he ran to the house wrapped his charge in a blanket and placed him beside the kitchen fire.

After a while the young dog revived enough to partake of some warm milk. The puppy improved until at the end of nine months he was a spanking grey-hound, good enough to take a turn out of the stoutest hare. That he was well trained was evident, for the young McGraths entered him under his own name, Sailor, for the Visitors' Cup at Lurgan in the Spring of 1867. Lord Lurgan himself had a choice string for the event, and there were several crack outsiders. One of the best of these was drawn against Sailor, but the latter polished the crack off so decisively as to attract instantly the attention of Lord Lurgan. All through the running he watched Sailor, and was dumbfounded when he saw the ugly looking black dog administer a shameful trouncing to his own crack puppy.

Sailor won the final after which Lurgan inquired for the owner for the purpose of learning the dog's pedigree. He was surprised when told that Sailor had no pedigree and that McGrath added that he was fished out of the stream near Brownlow House.

"By Jove, I knew it," said Lurgan. He is one of my puppies. No dog in the land could have performed so, except a get of Lady Sarah."

Lurgan asked McGrath if he wanted to sell Sailor and what price would purchase him. But McGrath informed him that he wanted no price. As the dog rightly belonged to his Lordship he could have him on the spot. This Lurgan would not listen to, but McGrath was stubborn and finally Lurgan presented Sailor's owner with £20 and the best cow in his possession. Lurgan had Sailor rechristened Master McGrath. Under this name he won the Brownlow Cup and was nominated for the Waterloo Cup of 1868. McGrath's first opponent was Belle of Scotland. He beat her off in great shape and soon after made an example out of Bridgade, the favorite and Lobelia, which had won the previous year. He won the final round easily from Cock Robin. In 1869 Bab at the Bouster was much fancied, but McGrath beat in the final. McGrath was short of work in 1870 and was beaten in the first round, but was put in training and won again in 1871. This was the great dog's last appearance in public, but his name became a household word in the British Isles. Queen Victoria took a lively interest in the dog and ordered that he be brought to Windsor Castle, where she saw him. McGrath died in 1873.

The Shanghai Chemical Laboratory
No. 4 Canton Road

'Blighty'

Booking for "Blighty" has created something like a record. Empire night, the following Saturday, and then the next Tuesday (Volunteer night), are all packed as far as the booking parts of the house are concerned. Two extra performances are advertised, and already the plan is becoming very blue with pencil marks.

Volunteer night should be something very much out of the ordinary. We hear that the whole of the downstairs portion of the house has been reserved for them, and it is also stated that all the companies will dine together at the Shanghai Club before the performance, and will attend in uniform.

There are something like 90 people in the play, and the action is carried by pretty well everyone. There is no star in the caste. Lines, songs, and dances are well distributed, and although some of the old favorites, like Mrs. Poskett, Mrs. Isherwood, Mr. Hutchinson and Mr. Stormes, will appear, there are also any amount of new players, who will make their bow. Rehearsals are going with a swing, and the costumes and scenery are excellent. Mr. Silas has contributed all the music, while the play and lyrics have been written by Mr. Graham Barrow. Mr. Wingrove is producing the big show, and he is being well supported by Mr. Deeks, as business manager, and Mr. Warrener as assistant stage manager. Mr. Armstrong, the manager of the Lyceum, as usual, is doing his level best for everyone.

The Matinee advertised for "Blighty" next Saturday has been called off because of the prevalence of scarlet fever. Tickets taken for that performance can either be exchanged for other dates or cash at Moutrie's. The performance to be given May 31 will be in aid of funds for Xmas Gifts to Volunteers from China, and that for June 2 for the Blind Soldiers and Sailors Fund.

Lawn Bowls

The Lawn Bowls Club opened their season yesterday with a pleasant little ceremony, which came as a complete surprise to the principal participants in it. Mr. A. Stephen, on behalf of the Club, handed to Mr. Sam Hammond, the popular and energetic honorary secretary, a gold wrist watch for himself and a gold and amethyst brooch for his wife, as some small recognition of the hard work he has put in for the members.

Following this, the members took sides as selected by the President and Vice-President and the latter's men proved winners in a close contest, by 95 to 92. The scores follow:

President		Vice-President
Rink No. 1		
(skip)		(skip)
J. C. Thomson		G. H. Phillips
E. Payne		J. Scotson
E. M. Reid		W. A. Ogden
W. Dutton	19	W. A. Furley 17
Rink No. 2		
(skip)		(skip)
L. Evans		O. Crewe-Read
J. J. Sheridan		E. Hunter
G. F. Browne		D. MacGregor
F. L. Marshall	14	A. W. Dewhurst 26
Rink No. 3		
(skip)		(skip)
J. T. Disselduff		A. Stephen
W. D. McCallum		J. C. Macdougall
S. Hammond		C. M. Bain
W. Gater	18	A. Taylor 16
Rink No. 4		
(skip)		(skip)
R. R. Hynd		J. D. Gaines
J. Frost		R. Simmons
E. C. Emmett		Dr. J. W. Ross
G. Dunlop	16	A. G. Mossop. 22
Rink No. 5		
(skip)		(skip)
G. L. Campbell		A. B. Bell
A. W. McCallum		J. Valentine
F. C. Banham		C. J. Head
G. R. Wingrove	25	J. Smallbones 14
Total	92	Total 95

Preparations For The Regatta

Only twelve days more to go, and the Spring Regatta of the Shanghai Rowing Club will be in full swing at Henli. The actual dates scheduled are June 2 and 3.

Captain William E. Sauer and his energetic committee have prepared a first-class program, which as now made up reads:—

Griffins pairs
Griffins fours
Junior-Senior Pairs
Hong Fours
Sculling Championship
S.V.C. Eight vs. Fire Brigade Eight
S.V.C. Fours vs. Fire Brigade Fours
Club Fours
Mixed Races
Light Motor Boat Race
Heavy Motor Boat Race
Swimming Race
Sailing Boat Race.

All the crews are hard at work and special attention is now being given to Griffins. The entries are as follows:—

GRIFFIN FOURS

1.—Stroke E. Edwards
2 J. W. Oates
2 T. R. Gabbott
Bow J. L. Gutter
2.—Stroke Wm. C. Woodfield
2 A. C. Petersen
2 P. E. N. Walter
Bow W. S. Brand
3.—Stroke J. J. Evans
3 D. H. Wythe
2 A. Malcolm
Bow H. T. Price
4.—Stroke N. Carisio
3 L. L. Schnare
2 C. J. Spiker
Bow W. E. Row

GRIFFINS PAIRS

1.—Wm. C. Woodfield and E. R. O'Brien
2.—P. E. N. Walter and J. W. Oates.
3.—N. Carisio and M. T. Price
4.—J. J. Evans and A. Malcolm.
5.—D. H. Wythe and J. L. Gutter.

The Motor Boat Race promises to to be an interesting affair. Entries have been received from the following:—

Mr. C. McBain ..... 1 boat
" T. H. Suffert ..... 1 boat
Messrs. Ellis Ezra, F. W. Henderson, Bell Bros. (2 boats each)

In addition to the above race it is proposed to hold a race for light motor boats of 5 or less horse power. In view of the wash made by the larger boats and the great difference in speed it seems that the two classes of boats should be in different races. Mr. F. Wells Henderson of Jardine, Matheson and Co., Ltd., has very kindly presented a Cup for this race. The conditions for the two races are:—

The race will be held at Henli on Sunday, June 3.

The race will be over a course of 3 miles, i.e. 1½ miles to a leg.

The start will be at the Judges' Stand and the boats will proceed south along the Quinsan bank, round the stake boat and return via the Shanghai side to the starting point.

On the morning of the race between 9.15 and 10 a.m., there will be preliminary runs of each boat which will be carefully timed. The times so taken will be used as the basis for handicapping in the race.

It is expected that boats will carry the same weight in the preliminary as in the race.

Any boat which exceeds by more than 5% the time made in the preliminary run will be penalised by the exact amount by which it has beaten its preliminary run.

The conditions for the light motor boat race follow.

The race will be on the "bang and go back" system. Saturday evening at 5.30. The maximum distance will be 1½ miles, i.e., ¾ miles on a leg. The race is open to all motor boats of 5 horse-power or less. The boats must proceed at full speed on the outgoing leg.

Arrangements are being made whereby some of the larger boats will carry "joy riders" for a consideration, the net proceeds of which will be devoted to some War Fund. Of course the higher the speed, the higher the price.

For the mixed races it is proposed to have:—Mixed Fours of two ladies and two men with lady coxswain. Ladies' Pairs with gentleman coxswains.

The Swimming Race will be an open event for anyone at Henli on Sunday. Probable distance from the Lawn across the River to the Houseboats and back. Handicaps to be given out before the race.

For Saturday evening, Messrs. N. G. Beale, H. P. B. Jones and W. J. Gande are making arrangements for the Concert. With good weather and the full moon, this should be an attractive feature.

MARTIN'S APIOL & STEEL PILLS
A Prompt Remedy for all Irregularities. Take details of Agent buying 1 box of Martin's Pills in this Agency, on this the first day of every month, a Present worth $1 will be given away. For advertising purposes. Obtain valuable (one thousand times) harmless pills. Sold by all Chemists and Druggists. Agent for China, Messrs. Kelly & Walsh, Limited, Shanghai, Hongkong, Yokohama.

THE NEW HOTEL
WEST LAKE, HANGCHOW
(Chinese Name Sin Sin Lo Kuei)
杭州西湖新新旅館
NOTICE
The Proprietor of The New Hotel begs to inform the Public that his establishment at Hangchow is the best of its kind there. It is beautifully situated and fine views may be obtained from the windows. This is the best time of year in which to visit Hangchow, the weather is fine. The house is large, with bedrooms facing the south; the table and wines are first-rate. The kitchen is under the supervision of an excellent cook, with many years' experience in foreign hotels in Shanghai.
PRICES VERY MODERATE
Give us a trial and you will be convinced.

40 CARS FOR HONIGSBERG

In a city of, say, 50,000 inhabitants, the arrival of 40 automobiles consigned to any one firm would arouse some slight flutter of excitement in the breasts of those interested in the automobile industry. Shanghai has less than one quarter of that number of foreign residents, so far as effective purchasing power is concerned, and therefore the fact that the Honigsberg Garage is about to receive its 2nd shipment, no less than 40 automobiles, is all the more remarkable.

During the last two months the Honigsberg Garage has broken all records in its importation and sale of motor cars. Honigsberg has sold over 40 Buick cars during the past few weeks, and, above all, has sold no less than 28 out of a shipment of 30 Buicks due next Wednesday. Ten Studebakers are due on the same ship.

The Roamer
America's Smartest Car

TROPICAL
TOCOSEAL

Covering Capacity of Tocoseal

Owing to the great variety of surfaces Tocoseal is used on, rough and smooth, porous and hard, it is difficult to lay down any fixed rule of covering capacity. In a general way we estimate that it will require from forty to sixty pounds to cover a square. A smooth, hard surface will require from thirty-five to forty pounds to the square.

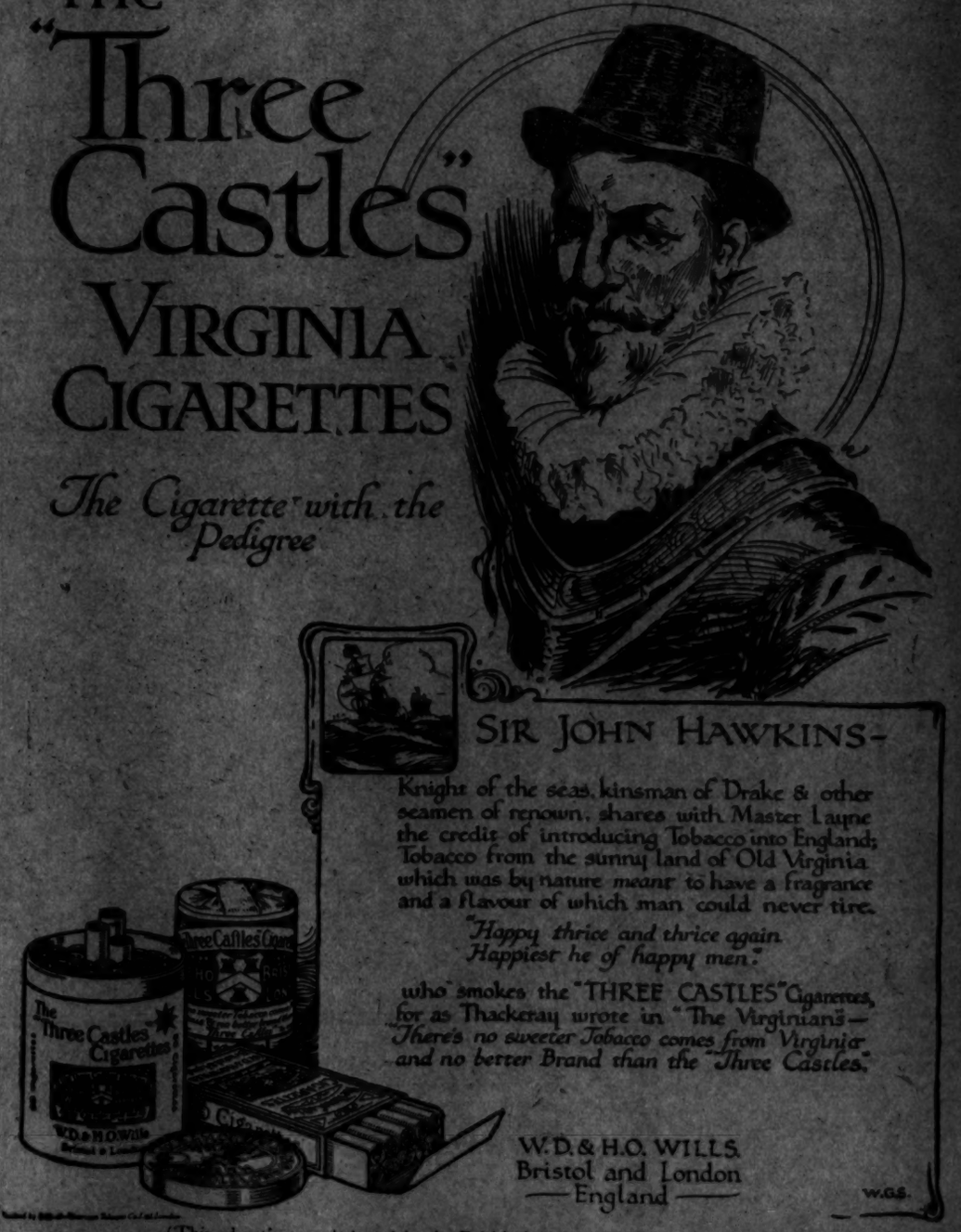
Our Paint Department can be consulted on individual conditions free of charge.

Prices, Samples and Color Cards on application to
CHINESE - AMERICAN CO.
Tel. 1971 PAINT DEPARTMENT Tel. 1971
1A JINKEE ROAD, SHANGHAI

TENNIS RACKETS
Slazenger's
Doherty — "I Z" — Lyceum
Davis Riseley Hexagon
French Mass-Sigma
BOYES, BASSETT & CO.
35 Nanking Road.

Refracting and Manufacturing Dr. John Goddard Optician
Toric Lenses
Invisible Bifocals
Sun Glasses in Various Shades
W. T. Findley, M.D.
36 Nanking Road. Tel. 1928

THE "Three Castles" VIRGINIA CIGARETTES
The Cigarette with the Pedigree



SIR JOHN HAWKINS—
Knight of the seas, kinsman of Drake & other seamen of renown, shares with Master Laune the credit of introducing Tobacco into England; Tobacco from the sunny land of Old Virginia which was by nature meant to have a fragrance and a flavour of which man could never tire.
"Happy thrice and thrice again
Happiest he of happy men."
who smokes the "THREE CASTLES" Cigarettes, for as Thackeray wrote in "The Virginians"—
"There's no sweeter Tobacco comes from Virginia and no better Brand than the "Three Castles."
W. D. & H. O. WILLS
Bristol and London
England
W.G.S.
(This advertisement is issued by the British-American Tobacco Company, Ltd.)